

South Hayward BART/Mission Boulevard Concept Design Plan

*Draft
Program Environmental Impact Report*



SCH# 2005092093

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& the City of Hayward**

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1.1 Introduction

This chapter consists of a summary of the proposed Project, a list of environmental issues to be resolved and a summary identification of each environmental impact and associated mitigation measure.

This section is a summary and should not be relied on for a thorough description of the details of the Project, its individual impacts and mitigation requirements. A discussion of the applicability of the California Environmental Quality Act to the proposed Project is outlined in Chapter 2. Chapter 3 contains a detailed discussion of the proposed Project. Chapter 4 includes an analysis of Project impacts and mitigation measures. Chapter 5 provides a range of alternatives to the proposed Project as required by CEQA and a discussion of each alternative. Chapter 6 contains all other CEQA-mandated sections. Finally, Chapter 7 includes the names of the DEIR preparers, individuals and agencies contacted in the preparation of this document and references. Appendices are included as Chapter 8.

1.2 Summary of Project Description

The Project area contains approximately 233 acres of land, including adjacent public rights-of-way, bordered by the BART tracks on the west (excluding the two residential neighborhoods along and west of East 12th Street and north of Sorenson Road), Industrial Parkway on the south (including the triangular area to the southwest of the Mission Boulevard-Industrial Parkway intersection), Harder Road on the north, and Mission Boulevard on the east (including properties on the east side of Mission Boulevard between Garin Avenue and Calhoun Street).

The proposed Project analyzes potential future redevelopment of the Project area under three alternative land use concepts and provides an overall circulation pattern with transportation linkages to the South Hayward BART Station. The project also includes anticipated amendments to the Hayward General Plan to allow the density and intensity of development envisioned within the proposed project and amendments to the Hayward Zoning Ordinance, including design guidelines, to allow land uses proposed as part of the project.

- Suburban Concept Alternative: Overall, the density and intensity of this Alternative would be the lowest of the three alternatives analyzed in this DEIR.

Parcels located between commercial land use designations at the north and south ends of the study area would include a mix of Mission Boulevard Residential (34.8 to 75.0 dwellings per acre) and Commercial/Residential uses along major portions of the Mission Boulevard frontage. A number of larger parcels along the southerly end of the project area would be designated for High Density Residential development (17.4 to 34.8 dwellings per acre) and Medium Density residential (8.7 to 17.4 dwellings per acre). Properties on the east side of Tennyson Road at Mission Boulevard would be designated for Commercial uses. Property to the south of the BART station on BART

property would be designated as Station Area Residential (75.0 to 100.0 dwellings per acre) and a multi-level parking garage would be constructed on the northern portion of the BART parking lot. Property east of Bowman School along Mission Boulevard would be devoted to an expansion of this school.

Under the proposed Suburban Concept, up to 1,886 dwellings net new dwellings would be allowed at the mid-point of applicable General Plan density ranges. At the same time, non-residential development would include 362,746 square feet, including retail, commercial and similar uses. This would be a net decrease of approximately 51,533 square feet of non-residential land uses from pre-project conditions.

- Blended Concept Alternative: This alternative proposes a mix of higher density residential, commercial and mixed uses greater than the Suburban Concept Alternative but less than the Urban Concept. The Blended Concept would allow a net increase of 2,427 residential uses within the project area at the midpoint of applicable General Plan land use categories. Non-residential floor space would include an estimated 386,922 square feet at the midpoint of applicable General Plan land use designations. This would be a decrease of approximately 50,347 square feet of non-residential use within the project area under this alternative as compared to pre-project conditions, as lands containing non-residential uses are transitioned to higher density residential uses.
- Urban Concept Alternative: This alternative would contain the most dense development of the three alternatives analyzed. This alternative would allow 3,707 net new dwelling units at the mid-point of applicable General Plan density ranges. This alternative would also allow 520,106 square feet of retail, office and other non-residential land use at the mid-point of applicable General Plan land use designations, which would result an increase of approximately 67,789 square feet over pre-project land use conditions. As does the Blended Concept Alternative, this alternative promotes the transit village concept and transit-oriented development around the South Hayward BART station.

1.3 Summary of Environmental Issues

As provided by the California Environmental Quality Act statutes and implementing Guidelines, the focus of this Draft EIR (DEIR) will be on those issues identified in the Initial Study and responses from other public agencies received in response to the Notice of Preparation issued by the City of Hayward (see DEIR Appendices 8.1 and 8.2). These areas of environmental concern include:

- 4.1 Aesthetics and Light and Glare
- 4.2 Air Quality
- 4.3 Hazards and Hazardous Materials
- 4.4 Hydrology, Drainage and Water Quality
- 4.5 Noise
- 4.6 Population and Housing
- 4.7 Transportation and Circulation
- 4.8 Utilities and Public Services
- 4.9 Schools and Parks

1.4 Summary of Impacts and Mitigation Measures

Each potentially significant impact and associated mitigation measure (if required) identified in this DEIR is summarized in Table 1.1 on the following pages. The summary chart has been organized to correspond with the more detailed impact and mitigation measure discussions found in Chapter 4. Table 1.1 is arranged in three columns. The first column identifies supplemental environmental impacts by topic area and level of impact (i.e. significant impact, less-than-significant impact or no impact) prior to implementation of any mitigation measures. The second column includes mitigation measures. The third column identifies the level of significance after implementation of each mitigation measure.

For a complete description of the environmental setting, summary of impacts from previous EIRs, supplemental impacts associated with this proposed Project and supplemental mitigation measures, refer to Chapter 4 of this DEIR.

1.5 Summary of Alternatives

Chapter 4 analyzes three alternative land use scenarios for the Project area as described above; however, Chapter 5 also discusses the No Project Alternative and a Draft Concept Plan Alternative.

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Table 1.1 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 1.1 below summarizes the environmental impacts and mitigations which are discussed in detail in the remainder of this Draft Environmental Impact Report.

Summary of Environmental Impacts and Mitigations

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.1-1	Visual character. Approval of any of the proposed land use concept alternatives would represent an impact to the visual character and scale for some of the adjacent or nearby properties where Station Area Residential (5 to 7 stories around the BART station) and Mission Boulevard Residential (3 to 5 stories) residential land uses are proposed, since taller and larger buildings would be placed adjacent to or near existing single-family dwellings. Impacts would likely be increased shade and shadow effects on adjacent or nearby properties during some times of the year, potential loss of privacy and the potential for incompatible scale of adjacent buildings.	Mitigation Measure 4.1-1. Development projects submitted to the City of Hayward within the project area shall be subject to design review to ensure that privacy impacts on surrounding properties and effects of shade and shadow are reduced to a less-than-significant impact. Design of future buildings shall include “stepping down” of taller buildings, appropriate siting of windows and balconies to maximize privacy and establishment of view corridors to nearby hills.	Less-than-significant

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.1-2	Views and vistas. Approval of any of the proposed land use concept alternatives in areas near Station Area Residential uses (5 to 7 stories) and Mission Boulevard Residential uses (3 to 5 stories) would impact some of the views of the Hayward hills from residences, as well as for motorists, pedestrians and bicyclists using roadways within the project area. Views of the Hayward hills from roadways, parks and other areas west of the project site could also be affected.	Mitigation Measure 4.1-2. Development projects submitted to the City of Hayward within the project area shall be subject to design review to ensure that impacts on views towards the Hayward hills are reduced to a level of insignificance. Design features may include, but is not limited to preservation of view corridors between buildings, stepping down of buildings near existing development, use of corner cut-offs, establishment of view corridors to nearby hills and similar design elements.	Less-than-significant
4.1-3	Light and glare impacts. Additional sources of light and glare would be added to the project area under all three alternatives, especially related to Station Area Residential and Mission Boulevard Residential land uses (3 to 7 stories), with the most significant being under the Urban Concept Alternative. New sources of lights would include balcony and deck lights in the upper levels of multi-story buildings. New light sources would be visible from vistas inside and outside the project area, given the anticipated height of proposed buildings.	Mitigation Measure 4.1-3. Lighting Plans shall be submitted as part of all future development projects. Lighting Plans shall include lighting fixtures to be employed and specific measures to be taken to ensure that lighting is directed downward so that light and glare will be minimized.	Less-than-significant

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.2-1	Inconsistency with an air quality plan. Each of the three proposed concept plan alternatives would generate additional population in the City of Hayward that would exceed population projections contained in the regional Clean Air Plan.	Mitigation Measure 4.2-1. Mitigation Measure 4.6.1 contained in Section 4.6, Population and Housing, directs the City of Hayward to consult with the Association of Bay Area Governments to include the build-out population for the approved concept plan alternative for this project. However, even with current General Plan goals and strategies and adherence to Mitigation Measure 4.6.1, the project would be inconsistent with the Clean Air Plan and would be a <i>significant and unavoidable impact</i> .	<i>Significant and unavoidable.</i>
4.2-2	Cumulative air quality impacts. Each of the three proposed concept plan alternatives would result in the generation of significant quantities of ozone precursors which are a constituent of regional air pollution.	Mitigation Measure 4.2-2. Implementation of Mitigation Measure 4.2.1 would assist in reducing this impact, but it would still remain as a <i>significant and unavoidable impact</i> .	<i>Significant and unavoidable</i>

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.3-1	<p>Demolition and hazardous air emissions. Demolition and deconstruction of existing buildings, utility facilities and other older structures could release hazardous and potentially hazardous material into the atmosphere including asbestos containing materials, including within the soil, lead-based paints and other hazardous substances, potentially resulting in health hazards to construction employees and local visitors and residents.</p>	<p>Mitigation Measure 4.3-1a. Prior to commencement of demolition or deconstruction activities within the project area, project developers shall contact the Alameda County Environmental Health Department, Bay Area Air Quality Management District, Department of Toxic Substances Control and the Hazardous Materials Division of the Hayward Fire Department for required site clearances, necessary permits and facility closure with regard to demolition and deconstruction and removal of hazardous material from the site. All work shall be performed by licensed contractors in accord with state and Federal OSHA standards. Worker safety plans shall be included for all demolition or deconstruction plans.</p>	Less-than-significant

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
		<p>Mitigation Measure 4.3-1b. Prior to commencement of grading activities within the project area, project developers shall conduct investigations by qualified hazardous material consultants to determine the presence or absence of asbestos containing material in the soil. If such material is identified that meets actionable levels from applicable regulatory agencies, remediation plans shall be prepared and implemented to remediate any hazards to acceptable levels and shall identify methods for removal and disposal of hazardous materials. Worker safety plans shall also be prepared and implemented. All required approvals and clearances shall be obtained from appropriate regulatory agencies, including but not limited to the Hayward Fire Department, Department of Toxic and Substances Control and Bay Area Air Quality Management District.</p>	<p>Less-than-significant</p>

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.3-2	<p>Potential soil and groundwater contamination. Redevelopment of the South Hayward BART Station project area could uncover deposits of petroleum products, underground tanks and other features that could contaminate soil and/or groundwater</p>	<p>Mitigation Measure 4.3-2. Prior to approval of building or demolition permits, project developer(s) shall prepare a Phase I environmental site analysis and, if warranted by such analysis as determined by the Hazardous Materials Office of the Hayward Fire Department or other regulatory agency, a Phase II environmental site analysis shall also be conducted. Recommendations included in the Phase II analysis for remediation of hazardous conditions shall be followed, including contact with appropriate regulatory agencies to obtain necessary permits and clearances. No construction (including grading) shall be allowed on a contaminated site until written clearances are obtained from appropriate regulatory agencies.</p>	Less-than-significant

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.4-1	<p>Drainage impacts. Construction of land uses under all of the alternative concept plans could increase the amount of stormwater leaving the project site that could impact the ability of downstream local and regional drainage facilities to safely accommodate increased amounts of stormwater</p>	<p>Mitigation Measure 4.4-1. Site-specific drainage plans shall be prepared for all future construction within the project area prior to project approval. Each report shall include a summary of existing (pre-project) drainage flows from the project site, anticipated increases in the amount and rate of stormwater flows from the site and an analysis of the ability of downstream facilities to accommodate peak flow increases. The analysis shall also include a summary of new or improved drainage facilities needed to accommodate stormwater increases. Each drainage plan shall be reviewed and approved by the Hayward Public Works Department staff and Alameda Flood Control and Water Conservation District staff prior to approval of the proposed development project.</p>	<p>Less-than-significant</p>

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.4-2	<p>Flooding impacts. Construction of buildings or other improvements within that portion of the project area within a 100-year flood zone could result in significant impacts to these improvements and to future residents, employees and visitors.</p>	<p>Mitigation Measure 4.4-1. Prior to construction within a 100-year flood plain area, project developers shall either:</p> <ul style="list-style-type: none"> a) Submit a hydrology and hydraulic study prepared by a California-registered civil engineer proposing to remove the site from the 100-year flood hazard area through increasing the topographic elevation of the site or similar steps to minimize flood hazards. The study shall demonstrate that flood waters would not be increased on any surrounding sites, to the satisfaction of City staff. b) Comply with Section 9-4.110, General Construction Standards, of the Hayward Municipal Code, which establishes minimum health and safety standards for construction in a flood hazard area. c) Apply to the City for a Conditional Letter of Map Revision (CLOMR) to remove the site from the FEMA Flood Insurance Rate Map 100-year flood hazard area. 	Less-than-significant

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.5-1	<p>Construction noise impacts. Future residents within the project area and adjacent residential areas could be subject to short-term and significant noise due to the demolition/deconstruction of existing improvements and construction of new buildings and associated infrastructure improvements within the project area. Construction noise impacts would be greater under the Urban Concept Alternative and less intense for the Suburban and Blended Concept Alternatives, which would involve less development.</p>	<p>Mitigation Measure 4.5-1. Construction Noise Management Plans shall be prepared for all development projects within the project area, including public and private projects. Each plan shall specify measures to be taken to minimize construction noise on surrounding developed properties. Noise Management Plans shall be approved by City staff prior to issuance of grading or building permits and shall contain, at minimum, a listing of hours of construction operations, a requirement for the use of mufflers on construction equipment, limitation on on-site speed limits, identification of haul routes to minimize travel through residential areas and identification of noise monitors. Specific noise management measures shall be included in appropriate contractor plans and specifications.</p>	<p>Less-than-significant</p>
4.5-2	<p>Permanent noise impacts. Future residents within the project area could be subject to noise levels in excess of City noise exposure levels caused by existing and future vehicle traffic along Mission Boulevard, BART operations and commercial operations</p>	<p>Mitigation Measure 4.5-2. Site-specific acoustic reports shall be prepared for future residential projects within the project area. Each report shall include a summary of existing noise levels, an analysis of potential noise exposure levels, consistency with City of Hayward noise exposure levels and specific measures to reduce exposure levels to City of Hayward noise standards.</p>	<p>Less-than-significant</p>

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.6-1	Population increase. Approval of the Urban or Suburban Concept Plans would exceed population estimates for the City of Hayward published by ABAG.	Mitigation Measure 4.6-1. If the City approves either the Urban or Suburban Concept alternatives, the City of Hayward shall consult with ABAG to ensure buildout populations for the project area are included in future regional projections.	Less-than-significant
4.7-1	Level of Service (LOS) at Dixon Street/Tennyson Road. The proposed land use densities near this intersection under the Blended and Urban scenarios result in LOS E and F, respectively, at this intersection in the 2025 AM peak period.	Mitigation Measure 4.7-1 Provide northbound and southbound left turn lanes and modify the traffic signal at Dixon Street/ Tennyson Road to provide for protected-permissive northbound left turns and permissive southbound left turns. This mitigation will improve the LOS to D in the AM peak under both the Blended and Urban scenarios.	Less-than-significant
4.7-2	Level of Service (LOS) at Mission Boulevard/Industrial Parkway. The proposed land use densities along the Mission Boulevard corridor under the Urban scenario would result in LOS E at this intersection in the 2025 AM peak period.	Mitigation Measure 4.7-2. Modify traffic signal to provide eastbound and westbound right turn overlap phases. This will require prohibiting both northbound and southbound U-turns and will improve the LOS to D in the 2025 AM peak period at the Mission Boulevard/Industrial Parkway intersection.	Less-than-significant
4.7-3	Parking resources impacts. The proposed land use densities in the project area, as well as potential for reduced BART replacement parking and reducing parking ratios for residential development projects could result in <i>potentially significant impacts</i> related to parking resources available to other users of on street parking or access to businesses.	Mitigation Measure 4.7-3. Detailed parking studies will be required of future developments in the project area to ensure impacts of development on parking resources will be less than significant. If determined to be necessary as a result of such studies, mitigation measures will be required to be implemented.	Less-than-significant

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.7-4	<p>Cumulative traffic impacts. Some roadways in the Hayward area will continue to operate at less than acceptable levels. Therefore, cumulative traffic impacts anticipated by the South Hayward BART project are expected to be <i>potentially significant</i>.</p>	<p>Mitigation Measure 4.7-4. As noted in the City of Hayward’s adopted General Plan and related certified EIR, implementation of the General Plan policies and strategies, such as implementation of “smart growth” policies, will reduce the City’s contribution to traffic growth to a less-than-significant level. However, due to physical constraints, funding limitations and regional growth patterns, cumulative traffic impacts anticipated by the South Hayward BART project are expected to be <i>significant and unavoidable</i>.</p>	<p><i>Significant and unavoidable</i></p>
4.8-1	<p>Fire services. Approval of the proposed project with any of the proposed alternative concept plans could represent a significant impact to the Hayward Fire Department, since the amount of future development, including both the number of dwellings and anticipated taller structures, could not be served by existing department resources and facilities.</p>	<p>Mitigation Measure 4.8-1. If the City determines new or replacement equipment is needed, future developers shall:</p> <ul style="list-style-type: none"> a) Pay a fair share contribution to the City of Hayward to finance the acquisition of equipment to serve proposed developments, including those associated with mid to high rise structures (3 to 7 stories); and b) Pay a fair share contribution to the City of Hayward to finance the acquisition of traffic pre-emption devices along Mission Boulevard, as determined by the Hayward Fire Chief, to ensure emergency equipment can access new construction in the project area. 	<p>Less-than-significant</p>

Impact	Topic/Impact	Significance/Mitigation Measure	Net Impact After Mitigation
4.8-2	Police services. Approval of the proposed project with any of the proposed alternative concept plans could represent a significant impact to the Hayward Police Department, since the amount of future development and resulting calls for service may not be adequately served by existing department resources and facilities.	Mitigation Measure 4.8-2. If the City determines new or replacement equipment is needed, future developers shall pay a fair share contribution to the City of Hayward to finance the acquisition of such equipment, including, but not limited to vehicles.	Less-than-significant

2.1 Purpose and Overview of the Environmental Review Process

This document is a program-level Draft Environmental Impact Report (to be known hereafter in this document as the DEIR), prepared pursuant to the California Environmental Quality Act of 1970 (CEQA), as amended. This DEIR describes existing environmental conditions within and adjacent to the proposed project area within the City of Hayward. The DEIR also includes measures which could be incorporated into the project to mitigate (lessen) anticipated environmental impacts to a level of insignificance or eliminate them entirely. Finally, this DEIR identifies and analyzes feasible alternatives to the proposed project, cumulative impacts of this and other projects on the environment, and other mandatory elements as required by CEQA.

Responses to comments received regarding this DEIR during the public review period will be included in the Final Environmental Impact Report (FEIR). Together, the DEIR and FEIR constitute the full Environmental Impact Report (EIR) for the project.

As provided in CEQA and implementing guidelines, public agencies are charged with the responsibility of avoiding or minimizing environmental damage to the fullest extent feasible. In fulfilling this responsibility, public agencies must balance a variety of objectives, including economic, environmental and social factors. As an informational document to local officials, governmental agencies and members of the public, the purpose of the EIR is to serve as a disclosure document, identifying potential impacts, mitigation measures and alternatives.

Approval of the EIR by the lead agency does not constitute approval of the underlying project, in this instance, the adoption of the proposed Concept Design Plan, General Plan amendment, Zoning Ordinance amendments and other related land use entitlements.

2.2 Lead Agency

The City of Hayward is the lead agency for preparation of the EIR, as defined by Section 21067 of CEQA. This means that the City of Hayward is designated as the public agency which has the principal responsibility for approving or carrying out the proposed project and for assessing likely environmental effects of the proposal.

Preparation of this EIR is in accord with CEQA, including all amendments thereto, and Guidelines for Implementation of the California Environmental Quality Act.

Methodologies used for determining standards of significance for each impact category analyzed in the EIR are based on CEQA Guidelines and are described in Section 4 of this DEIR. By applying appropriate significance criteria, impacts under each environmental topic have been categorized as either "significant" or "less than significant." Methods used to

determine the level of significance of potential impacts vary depending on the environmental topic, as described in the individual subsections.

2.3 Program EIR

This EIR is considered as a Program EIR, in that it describes general impacts and mitigation measures for the proposed South Hayward BART/Mission Boulevard Concept Design Plan, including related amendments to the General Plan and Zoning Ordinance. Since implementation of the proposed project would require approval of subsequent land use actions, including, but not limited to site plan reviews, subdivision maps, conditional use permits and other entitlements, additional environmental reviews will be required pursuant to CEQA.

Use of Program EIRs are allowed pursuant to Section 15168 of the CEQA Guidelines. The scope of environmental analysis in a Program EIR is limited to those topics that can be identified at the time the EIR is prepared without being highly speculative. It is anticipated that additional environmental review would occur as individual requests for specific land use entitlements are requested in the future. It is further envisioned that this Program EIR would be used as the basis for any further environmental analyses and documentation.

2.4 Previous Environmental Documentation

This EIR relies on the environmental setting, impacts and mitigation measures contained in the "Environmental Impact Report for the Hayward General Plan Update" prepared by Lamphier-Gregory in 2001 (SCH #2001072069). The EIR was certified by the Hayward City Council via adoption of Resolution No. 02-025 on March 12, 2002.

Copies of both documents are available for review at the City of Hayward Community and Economic Development Department, Planning Division, 777 "B" Street, Hayward, during normal business hours.

2.5 Content and Organization of the Document

Sections 15122 through 15132 of the CEQA Guidelines describe the content requirements of EIRs. EIRs must include the information noted below. The specific sections of this document where such information is found are also noted below.

- a table of contents;
- a summary of the project's proposed actions and their consequences (Section 1.0);
- a description of the proposed project, including objectives to be achieved by the project (Section 3.0);
- Section 4.0, to include:
 - a description of existing environmental conditions or setting;
 - an analysis of the anticipated impacts on the environment should the project be built or carried out as proposed, including significance criteria;
 - feasible measures which can be taken by the proponent or the City to lessen or mitigate identified environmental impacts;
- project alternatives, including the "no project" alternative (Sections 5.0 and 5.1);
- significant irreversible environmental changes (Section 6.1);
- growth inducing impacts (Section 6.2);

- cumulative impacts, including environmental impacts of the proposed project viewed over time in conjunction with related past, present and reasonably foreseeable probable future projects whose potential impacts may compound or interrelate with the proposed project (Section 6.3);
- significant and unavoidable environmental impacts (Section 6.4).

2.6 Notice of Preparation and Scoping Meeting

The City of Hayward has completed a Notice of Preparation (NOP) for the proposed project and has circulated the NOP to all Responsible Agencies, other public agencies and interested citizens as required by CEQA. Copies of the NOP and responses received by the Lead Agency during the NOP review period are included within the appendix of this document (Appendices 8.1 and 8.2).

A Scoping Meeting was held for this project at Hayward City Hall in October 2005.

3.1 Project Location and Context

Figure 3.1.1 shows the location of Hayward in relation to surrounding communities and other major features. Figure 3.1.2 depicts the location of the proposed project area in relationship to major community features, streets and transportation corridors. The South Hayward BART station is located approximately midpoint within the project area at Tennyson Road and Dixon Street by the BART tracks.

The project area is bordered by the BART tracks on the west (excluding the residential neighborhoods along and west of East 12th Street and also north of Sorenson Road), Industrial Parkway on the south (including the triangular area on the south side), Harder Road on the north, and Mission Boulevard on the east, including properties along the east side of Mission Boulevard between Garin Avenue and Calhoun Street. The project area is depicted on Figure 3.1.3. The project area contained approximately 240 acres of land, including streets.

A majority of the project area has been developed for a mix of retail uses, including but not limited to auto sales, service and repair uses, restaurants, offices and general retail. One large use within the project area is the closed Holiday Bowl bowling alley on the southwest corner of Mission Boulevard and Industrial Parkway. Other portions of the project area are vacant, with some of these parcels owned by the State of California. A total of 73 residences exist within the project area that would be directly impacted by the project, with 46 of those units located within two apartment complexes in the southern end of the project area.

Topography of the project area is generally flat, with a gradual slope to the west, towards San Francisco Bay.

The land uses surrounding the project area include single-family residential neighborhoods and a small industrial area to the west across the BART tracks, Mission Boulevard Auto Row to the north, Mission Hills of Hayward Golf Course and the Twin Bridges neighborhood to the south, and a variety of land uses to the east bordering the foothills (cemetery, private schools, quarry, multifamily complexes and single-family subdivisions).

Figure 3.1.1 Regional Location

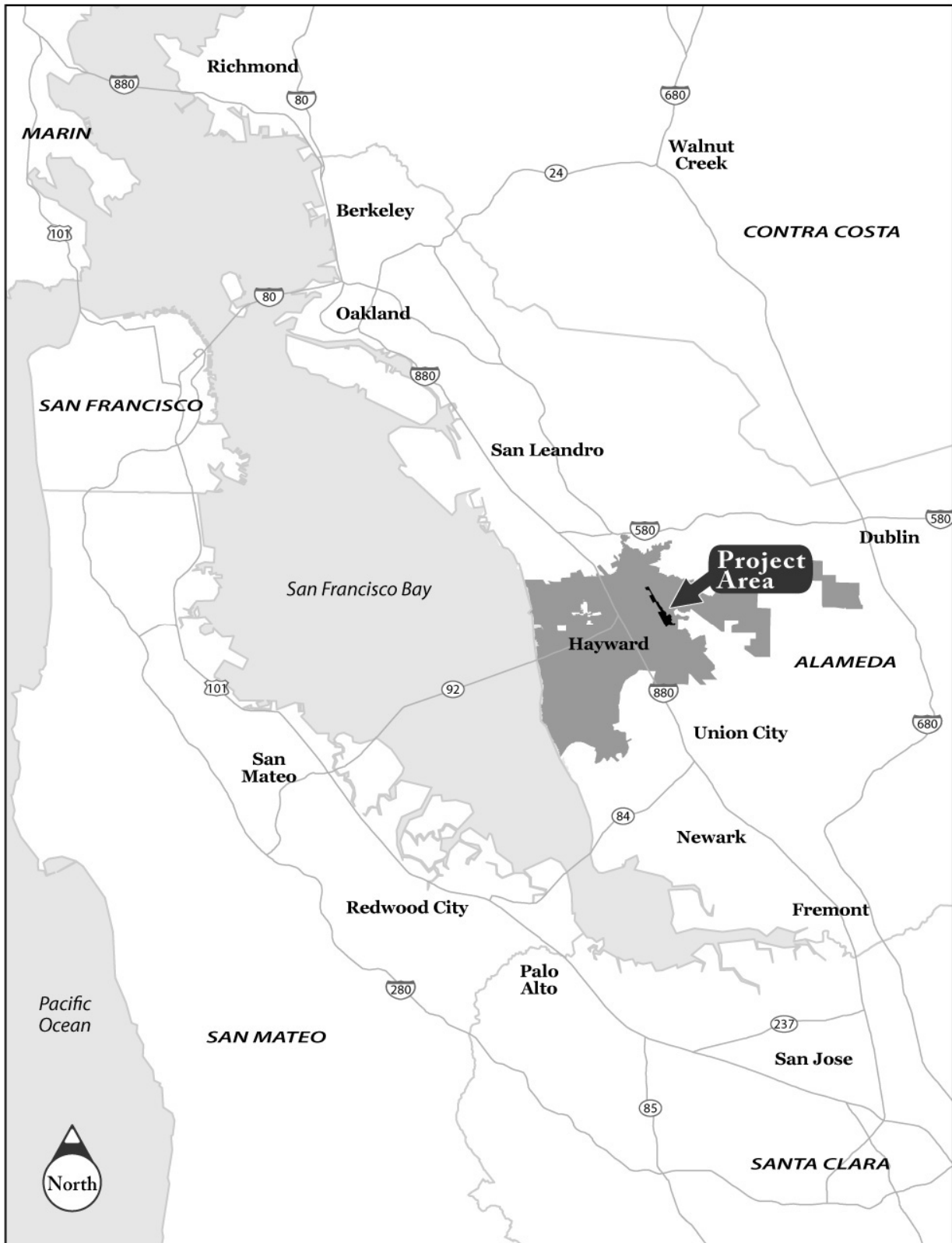
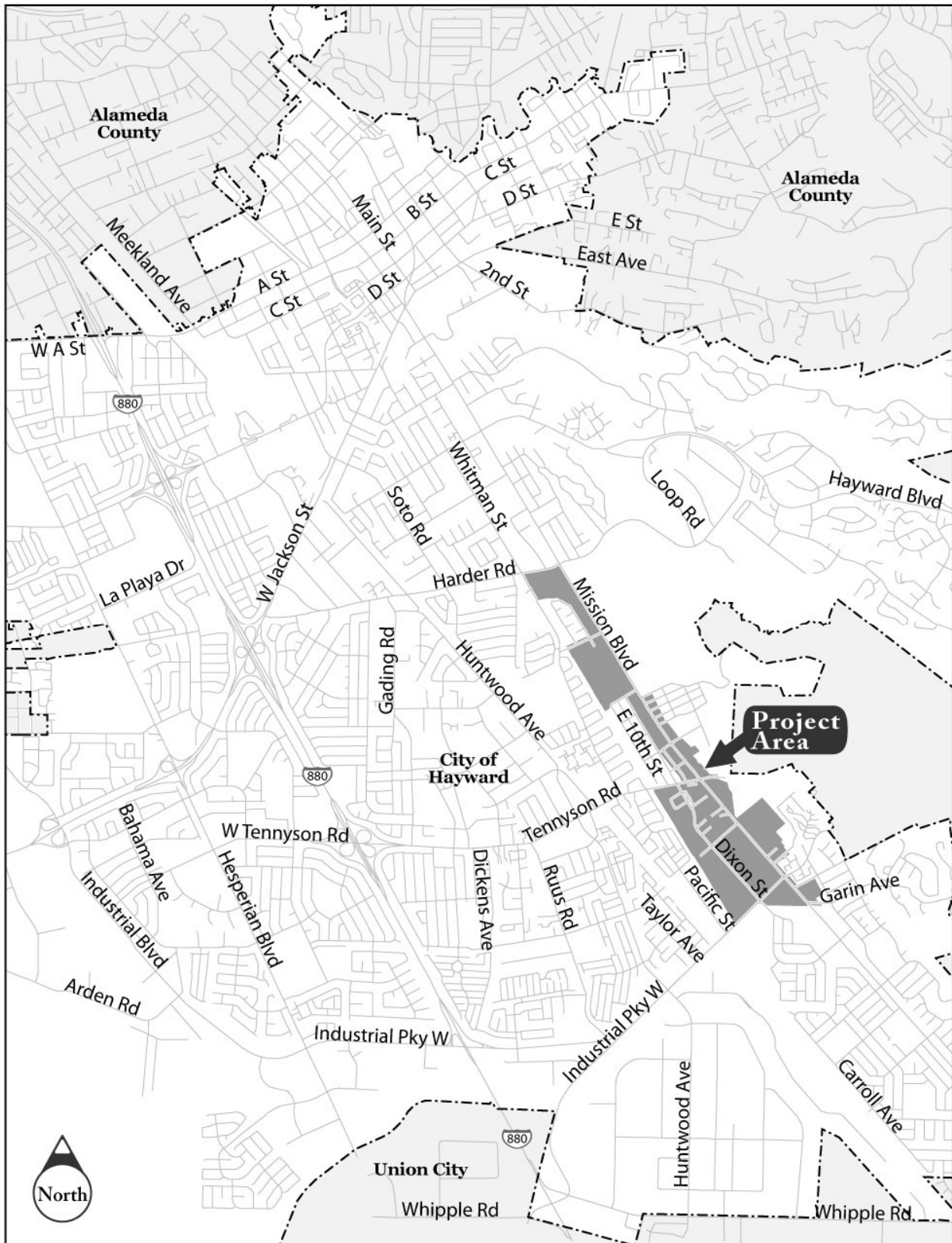
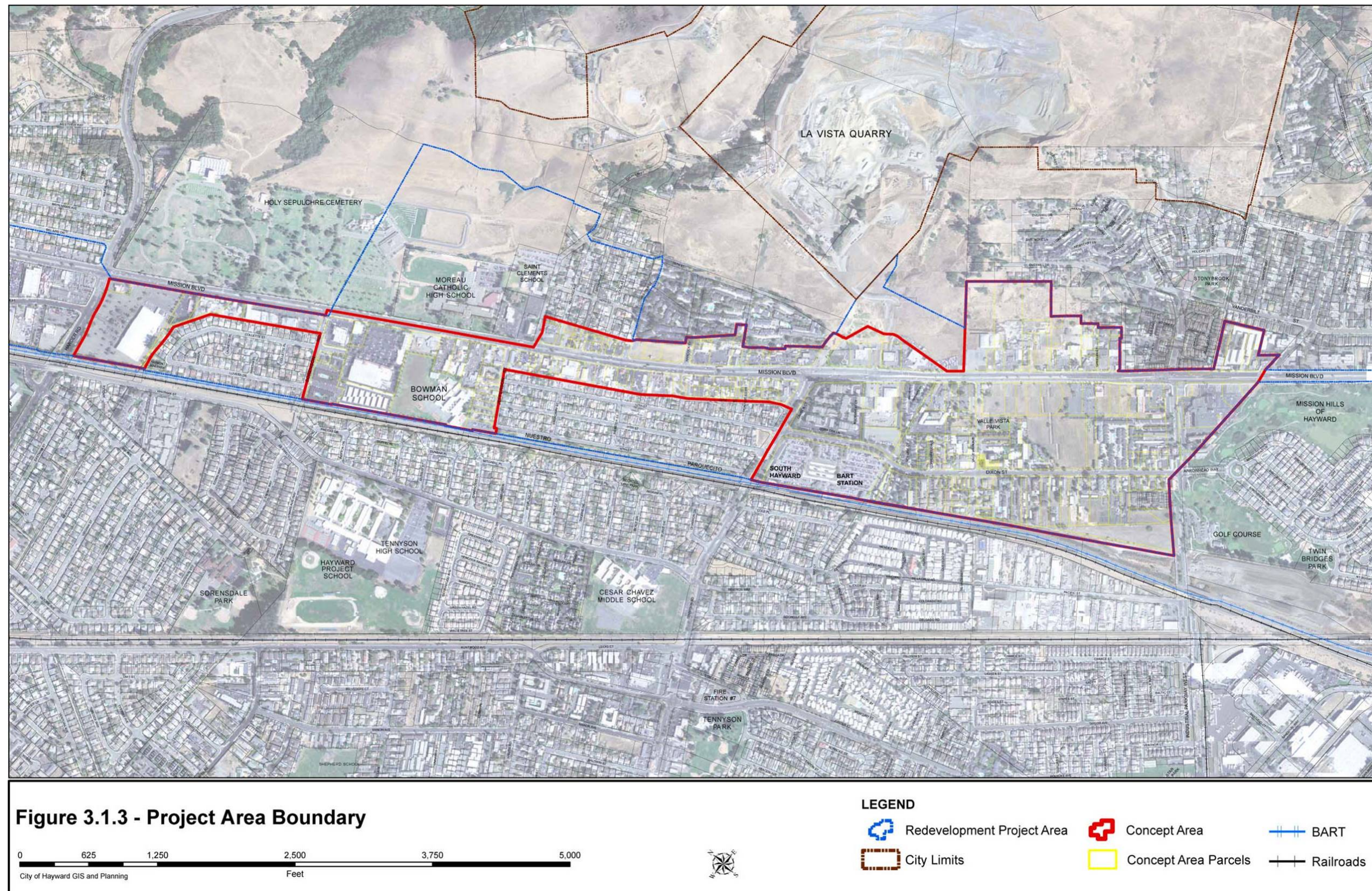


Figure 3.1.2 Project Setting in Hayward





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3.2 Project Description

Overview

The South Hayward BART/Mission Boulevard Concept Design Plan illustrates potential future redevelopment of the study area under three alternative land use scenarios, as well as a recommended land use plan, and provides an overall circulation pattern with transportation linkages to the South Hayward BART Station. The project also includes anticipated amendments to the Hayward General Plan and Zoning Ordinance, including new design guidelines, to allow the density and types of development envisioned within the proposed project. All of the project elements are described below.

Land use alternatives

Three land use alternatives are analyzed equally in the body of this DEIR. A fourth land use alternative (Draft Concept Plan Alternative) that envisions development within the range of the three alternatives and is recommended in the South Hayward BART/Mission Boulevard Concept Design Plan is also analyzed, in the Alternatives Section (Section 5.0) These alternatives have been chosen to explore effects of redeveloping portions of the project area with land use types and densities on surrounding land use and circulation patterns. Consideration of the three land use alternatives also would allow decision makers maximum flexibility in selecting the optimum mix of land uses consistent with the desires of the community. The three land use alternatives are shown in Figures 3.2.1 through 3.2.3 and General Plan mid-point summaries of proposed land uses under each alternative is shown in Table 3.1, below. The size of each alternative is slightly different based on minor changes in the respective numbers of parcels envisioned for redevelopment.

- Suburban Concept Alternative: Overall, the density and intensity of this alternative would be the lowest of the three alternatives analyzed in this DEIR. Parcels located between the commercial land use designations at the north and south ends of the study area would include a mix of Mission Boulevard Residential (34.8 to 75 dwellings per acre) and Commercial/Residential uses along major portions of the Mission Boulevard frontage. A number of larger parcels along the southerly end of the project area would be designated for High Density Residential development (17.4 to 34.8 dwellings per acre) and Medium Density residential (8.7 to 17.4 dwellings per acre). Properties on the east side of Tennyson Road at Mission Boulevard would be designated for Commercial uses. Property to the south of the BART station on BART property would be designated as Station Area Residential (75.0 to 100.0 dwellings per acre) and a multi-level parking garage would be constructed on the northern portion of the BART parking lot. Property east of Bowman School to Mission Boulevard would be devoted to an expansion of this school. Such expansion would provide opportunities to reconfigure the existing access roads and parking lot to relive daily congestion due to student drop-offs and pick-ups. Such reconfiguration would not be possible without land acquisition. Also, an expanded school site would afford opportunities for a new school building located closer to Mission Boulevard, away from the BART tracks.

Under the proposed Suburban Concept, up to 1,886 net new dwellings would be allowed at the mid-point of applicable General Plan density ranges. Non-residential development would include approximately 362,750 square feet, including retail, commercial and similar uses. This would be a net decrease of approximately 51,500 square feet of non-residential land uses from pre-project conditions.

The Suburban Concept Alternative is depicted on Figure 3.2.1.

- Blended Concept Alternative: The second alternative proposes a mix of higher density residential, commercial and mixed uses greater than the Suburban Concept Alternative, but less than the Urban Concept Alternative, which is described below. Similar to the Suburban Alternative, land uses at the north and south portions of the project area would be devoted to commercial land uses, including potential automobile dealers at the southwest corner of Harder Road and Mission Boulevard and a potential conference/hotel complex on the southwest corner of Industrial Parkway and Mission Boulevard. Uses along Mission Boulevard would be a mix of Mission Boulevard Residential, High Density Residential, Commercial and Mixed Use.

As shown in the Suburban Concept Alternative, Bowman School would be expanded to Mission Boulevard under this Alternative and a site for a community center would be reserved on the southwest corner of Mission Boulevard and Valle Vista Avenue. A new grocery store site is reserved for the northwest corner of Mission Boulevard and Valle Vista Avenue.

Around the BART station, land uses would be Station Area Residential that would allow densities up to 100 dwellings per acre, with some of the surrounding properties allowing replacement BART parking and some not. This alternative would include a BART parking garage and a Bus Transfer Area to serve AC Transit busses.

The Blended Concept would allow a net increase of 2,427 residential units within the project area at the midpoint of applicable General Plan land use categories. Non-residential floor space would include an estimated 386,920 square feet at the midpoint of applicable General Plan land use designations. This would be a decrease of approximately 50,350 square feet of non-residential use within the project area under this Alternative as compared to pre-project conditions.

The Blended Concept Alternative is shown on Figure 3.2.2.

- Urban Concept Alternative: This third alternative would contain the most dense development of the three alternatives analyzed. Under the Urban Concept, the predominant uses along the Mission Boulevard frontage would be a combination of Mission Boulevard Residential uses (34.8 to 75.0 dwellings per acre) and Mixed Use (27.0 to 75 dwellings per acre). Commercial uses would be located on properties in the approximate center of the project area and on the former Holiday Bowl site. Properties nearest the BART station would be designated for Station Area Residential uses (75.0

to 100.0 dwellings per acre), which would allow for ground-floor retail and service-oriented uses. Mixed use, including possible office uses, are envisioned for the northern portion of the BART property, north of the station. A new parking garage is shown on the east side of Dixon Street, with the remainder of BART replacement parking to be distributed within uses to the west of Dixon Street on the BART properties. A reconfigured bus transfer station is proposed near the BART station for AC Transit busses. Properties along Dixon Street would be designated for High Density Residential (17.4 to 34.8 dwellings per acre).

Under this alternative, as with the Blended Concept Alternative, a site for a community center would be reserved on the southwest corner of Mission Boulevard and Valle Vista Avenue, with a new grocery store envisioned at the northwest corner. Also, Bowman Elementary School would be converted to a mix of open space uses surrounded by High Density Residential uses. An alternative school site would need to be identified should this scenario be implemented.

The Urban Concept Alternative would allow 3,707 net new dwelling units at the mid-point of applicable General Plan density ranges. This Alternative would also allow approximately 520,100 square feet of retail, office and other non-residential land use at the mid-point of applicable General Plan land use designations, which would be a net increase of approximately 67,800 square feet over pre-project land use conditions.

Figure 3.2.3 shows land uses designations for this alternative.

Table 3.1. Summary of Proposed Land Use Alternatives

Alternative	Net Dwelling Unit Potential Range	Commercial Space (Square Feet)
Suburban Concept Alternative	1,165 – 2,607 1,886 (Midpoint)	362,746 -51,533 (net) (Midpoint)
Blended Concept Alternative	1,635-3,219 2,427 (Midpoint)	386,922 -50,347 (net) (Midpoint)
Urban Concept Alternative	2,375-5,039 3,707 (Midpoint)	520,106 67,789 (net) (Midpoint)

Note: Net commercial square footage indicates gross square footage for each alternative less existing square footage.

Source: Hayward Planning Division, 2006

Regulatory changes

In order to implement the Alternative Concept Plans identified above, the City of Hayward is considering the following amendments and modifications to regulatory documents:

- General Plan Amendment. The following new General Plan land use designations are proposed to be included in the General Plan: “Station Area Residential (75.0-100 dwellings per acre), Mission Boulevard Residential (34.8 to 75.0 dwellings per acre). The Amendment also includes changing existing General Plan land use designations to certain properties within the project area depending on which Alternative Concept Plan is selected.
- Zoning Amendments. To implement the selected Concept Plan, new Zoning Districts would need to be created and incorporated into the Hayward Zoning Ordinance. These include but may not be limited to the following: “Station Area Residential District” and “Mission Boulevard Residential.” A special design district is also envisioned to be created to fully implement the Concept Design Plan and its design guidelines.

Roads and utility system

The project area is served by existent roads and utility systems. Depending on the alternative concept selected by the City of Hayward, existing roads may need to be widened or modified and other transportation system improvements installed. Similarly, the project area is served by a full array of utilities, including water, sewer, electrical, natural gas and telecommunication facilities. Depending on the type and density of land uses selected for implementation by the City of Hayward, new or upgraded utilities may need to be installed within the project area.

Phasing of development

It is anticipated that, should this project receive necessary approvals, individual property owners within the project area would subsequently submit applications for development entitlements to the City of Hayward. Phasing of such development requests is not known at the time this DEIR is being prepared.

3.3 Project Objectives

Objectives to be achieved through the approval and development of the project include:

- 1) To implement goals and policies within the adopted Hayward General Plan and applicable redevelopment plans.
- 2) To promote the conversion of older commercial uses that are no longer economically feasible, to a state-of-the-art, urban-scale residential neighborhood containing up to 3,707 additional residential dwellings and up to 67,789 square feet of additional commercial land uses.
- 3) To provide for intensified land uses to encourage the development of a transit-friendly, smart-growth area near an existing BART station consistent with regional planning objectives.

- 4) To assist the City of Hayward with meeting quantified housing objectives contained in the City's Housing Element of the General Plan.
- 5) To provide incentives for landowners to remediate identified soil and groundwater contamination conditions.
- 6) To provide economic incentives to provide missing public infrastructure improvements or upgrade older such facilities.
- 7) To provide locations for new public facilities, including a community center and the expansion of Bowman School.
- 8) To increase local jobs and economic return to the City of Hayward and Hayward Redevelopment Agency.

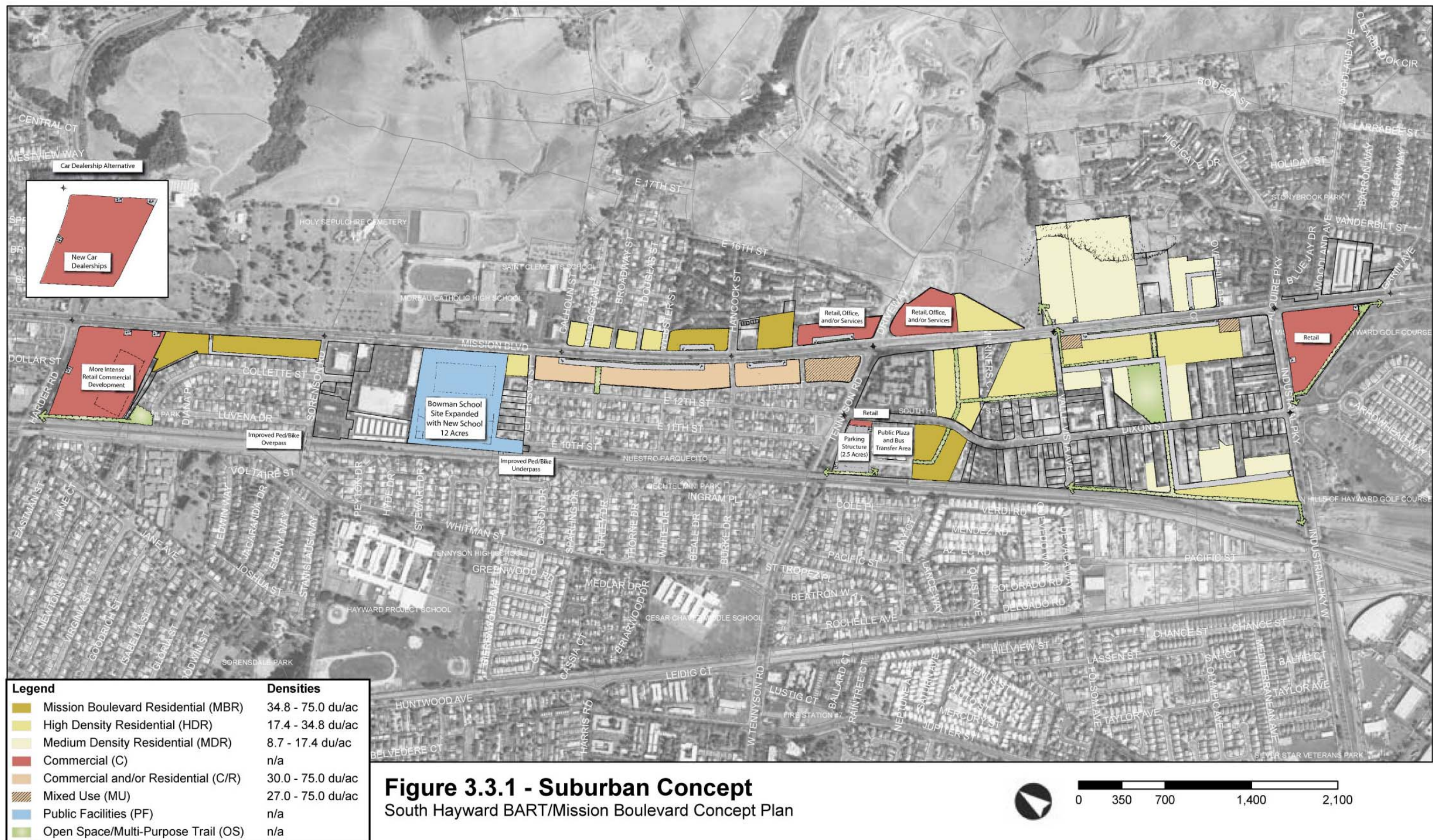
3.4 Future Actions Using This DEIR

This Draft EIR analyzes following anticipated future actions related to the proposed Project.

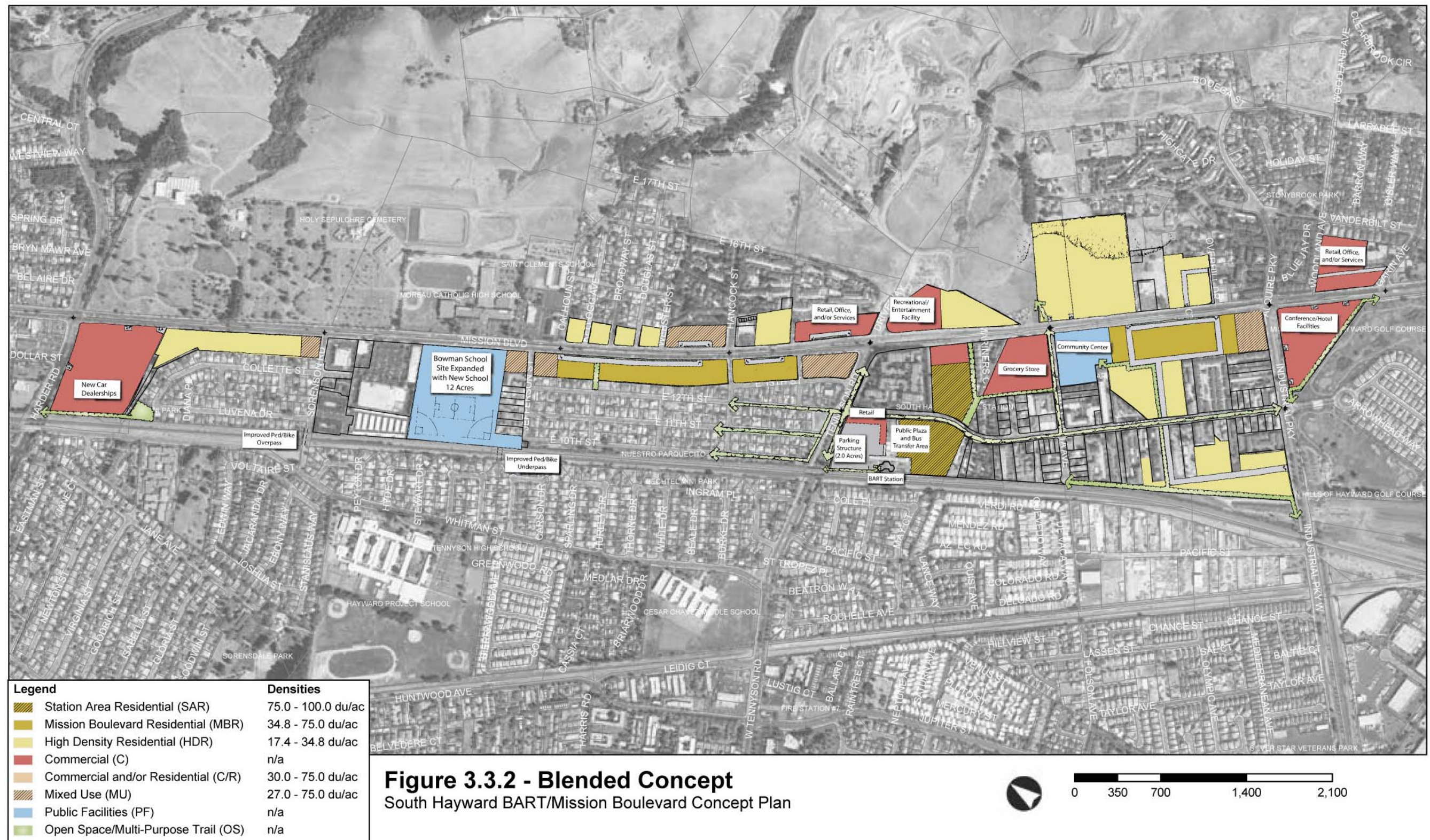
- City action on the General Plan Amendment and rezonings;
- City action on future site plan reviews and subdivisions to implement site-specific development projects;

In addition to the above approvals, the DEIR may also be used by state or regional agencies in their review of other permits required for the project (e.g., Bay Area Rapid Transit District consideration of the "South Hayward BART Development, Design and Access Plan," CDFG Streambed Alteration Agreements, Water Quality Certification or waiver by the Regional Water Quality Control Board under the Clean Water Act).

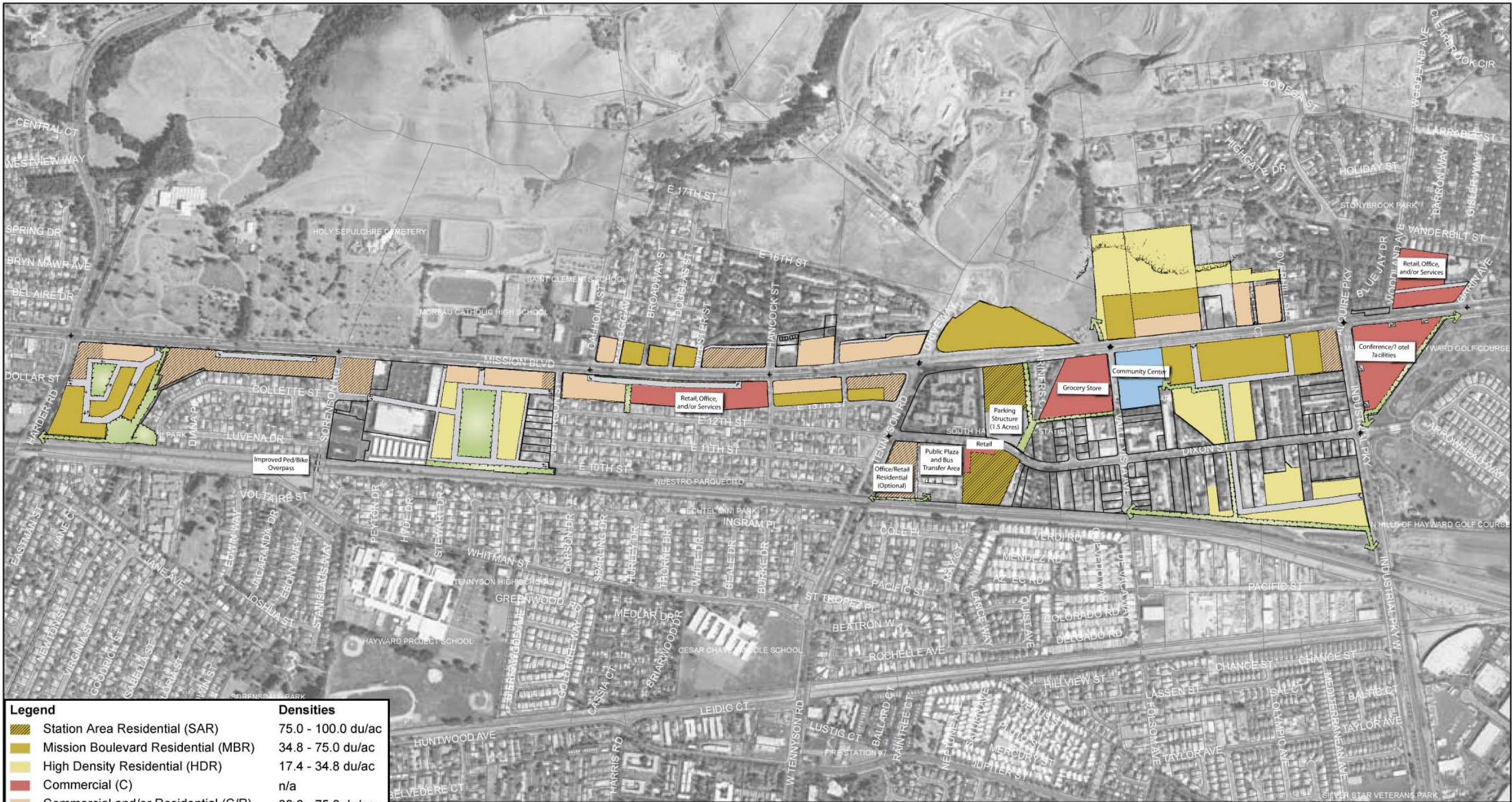
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Legend		Densities
	Station Area Residential (SAR)	75.0 - 100.0 du/ac
	Mission Boulevard Residential (MBR)	34.8 - 75.0 du/ac
	High Density Residential (HDR)	17.4 - 34.8 du/ac
	Commercial (C)	n/a
	Commercial and/or Residential (C/R)	30.0 - 75.0 du/ac
	Mixed Use (MU)*	27.0 - 75.0 du/ac
	Public Facilities (PF)	n/a
	Open Space/Multi-Purpose Trail (OS)	n/a
* Densities apply to Mixed Use outside Station Area. For Mixed Use within Station Area the density is 55.0 - 100.0 du/ac.		

Note: This scenario would require identification of a new school site outside the Study Area to replace Bowman School.

Specific uses identified in text boxes on individual parcels do not preclude other uses allowed by applicable zoning.

Figure 3.3.3 - Urban Concept
South Hayward BART/Mission Boulevard Concept Plan



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4.0 Environmental Analysis

Topics Addressed in the DEIR

This section of the DEIR identifies specific environmental areas which may be affected as a result of the implementation of the proposed project. The impact areas are discussed individually in subsections 4.1 through 4.13:

- 4.1 Aesthetics and Light and Glare
- 4.2 Air Quality
- 4.3 Hazards and Hazardous Materials
- 4.4 Hydrology, Drainage and Water Quality
- 4.5 Noise
- 4.6 Population and Housing
- 4.7 Transportation and Circulation
- 4.8 Utilities and Public Services
- 4.9 Schools and Parks

Each topic area is covered in the following manner:

- A. Environmental Issues
An overview of issues related to the topic area.
- B. Environmental Setting
A discussion of existing conditions, facilities, services, applicable regulations (regulatory framework) on and around the project sites.
- C. Standards of Significance
An identification of thresholds of environmental significance used to determine whether identified impacts are considered significant.
- D. Environmental Impacts
An identification and evaluation of potential impacts on the environment, should the project be constructed as proposed. Standards of environmental significance will also be listed which set forth the basis on which the identification of environmental impacts will be made. Standards of significance for this DEIR are based on such standards listed in the California Environmental Quality Act.

Environmental impacts addressed in this document include the following:

- Potentially significant impact, which means that the identified impact would exceed the environmental standards of significance. In some instances, impacts may be positive rather than adverse.
- Beneficial impact, where implementation of the proposed project would result in improved environmental conditions.

- Less-than-significant impact, which means an impact would not exceed the minimum environmental thresholds of significance.
- No impact, means that no environmental impact would be expected for a particular environmental topic.

E. Mitigation Measures and Impacts After Mitigation

An identification of specific efforts and measures which can be incorporated into the project to eliminate or reduce identified environmental impacts to a level of insignificance.

4.1 AESTHETICS AND LIGHT AND GLARE

ENVIRONMENTAL ISSUES

Visual impacts would include obstruction of views and vistas or the creation of an aesthetically offensive view to the public. The potential effects of new light and glare sources are also addressed.

ENVIRONMENTAL SETTING

The project area contains a mix of land uses, including older retail commercial and auto sales and service, restaurants and similar uses fronting on Mission Boulevard. The southerly boundary of the project area is anchored by a closed bowling alley. The South Hayward BART station and associated parking areas are located west of Mission Boulevard on the south side of Tennyson Road. Other portions of the project area are devoted to residential uses or are vacant, with many of the vacant parcels owned by the State and associated with the previously proposed Hayward 238 Bypass project. Generally, existing structures are one story.

Views and vistas

The Hayward hills are located just east of the project area and are readily visible from roadways and other vantage points within the project area. The project area itself does not contain any unique natural features, such as rock outcroppings or natural vegetation, that would be considered a view or vista.

Existing landforms

The project area is generally flat with a moderate to gradual gradient to the west, towards San Francisco Bay. No portion of the project area is considered within the hill portion of the community.

Light and glare

The project area is significantly developed and has several major sources of light and glare, including but not limited to street lights, parking lot lights and building lights.

Regulatory framework

The City of Hayward adopted Design Guidelines in 1993 that establish standards for site planning, circulation, architectural design and landscape design for all development within the community. The Guidelines are available for review at the Planning Division of the City of Hayward Department of Community and Economic Development, and on the City's website (www.hayward-ca.gov).

The City of Hayward General Plan, adopted in 2002 contains land use policies and strategies relevant to the proposed project. These include:

Seek to integrate greater intensity of development and enhance the surrounding neighborhood within 1/2-mile of the South Hayward BART Station. (*Policy 6*)

- Develop a conceptual design plan for the South Hayward BART Station area to determine appropriate land use and infrastructure needs. (*Strategy 1*)
- Create opportunities to integrate mixed-use development in the South Hayward BART Station vicinity to achieve a balance of land uses. (*Strategy 2*)
- Provide park and recreational facilities to support existing and planned residential development. (*Strategy 3*)

Mission-Garin Neighborhood Plan

The Mission-Garin Plan, adopted in 1987, strongly recognizes a need to upgrade the appearance of the study area. Recommended actions include upgrading design standards, maintenance standards, sign ordinances, landscape standards and improving enforcement. Programs to provide monetary and personal recognition are encouraged for both residential and commercial properties.

The following design and appearance standards are included in the Mission-Garin Neighborhood Plan

- Explore the continuation and expansion of a program to encourage upgrading/rehabilitation of substandard residential units. (*Strategy 45*)
- Establish a street tree program which includes requiring the installation of street trees with new development consistent with the guidelines contained in the Landscape Beautification Plan. (*Strategy 46*)
- Improve the appearance of the area to ensure high quality development by revising the undergrounding utilities master plan to include the following: undergrounding utilities along Mission Boulevard, moving Mission Boulevard higher on the undergrounding priority list and explore additional funding sources. (*Strategy 45*)
- Upgrading the appearance of Mission Boulevard by considering the following plans and programs: upgrade design standards for new development, adopt property maintenance standards, requiring upgraded landscaping and requiring deeper setbacks for uses requiring outdoor storage. (*Strategy 52*)

Fairway Park Neighborhood Plan

The Fairway Park Neighborhood Plan, which includes the triangular area at the south end of the project area, was adopted in 1996 and contains the following goal relating to neighborhood character and appearance:

- Improve the quality of life while enhancing the positive perception of the neighborhood.

STANDARDS OF SIGNIFICANCE

The following standards of significance are used to assess potential environmental impacts related to view obstruction, aesthetics and light and glare.

- Be incompatible with the scale or visual character of the surrounding area;
- Eliminate or substantially alter significant visual features, view corridors or public vista points;
- Result in substantial alteration of natural landforms;
- Create significant new sources of light or glare in the project vicinity.

ENVIRONMENTAL IMPACTS

Visual character

Under the Blended and Urban Concept Alternatives for redevelopment of the project area, new buildings and parking garages would be taller and larger than current development within or adjacent to the project area. Residential buildings constructed pursuant to the Station Area Residential, Mission Boulevard Residential, Commercial/Residential and Mixed-Use land use designations could have buildings 3 to 7 stories tall, significantly greater than the one and two story dwellings that predominate the project area. The proposed BART parking garage in the three alternatives is anticipated to have a height of five to seven stories. Surrounding land uses and buildings include predominantly one and two-story dwellings.

Development under the Suburban Concept would also be denser and more visible than current development, but not to the degree as the Urban and Suburban Concept Plans.

Implementation of any of the three concept alternatives would result in taller and larger buildings and generally more dense development adjacent to existing single-family dwellings that abut the project area on East 12th Street, East 13th Street, Collette Street and others. Unless properly designed and located, new structures within the project area could result in structures of a differing scale and/or visual character than existing buildings and could also result in shade and shadow effects on adjacent residents, depending on the season of the year and the position of the sun, reduced privacy for adjacent dwellings and have similar *potentially significant impacts* related to visual character.

The project site has been urbanized for a number of years; there are no natural features that would be impacted by project implementation.

Impact 4.1-1 (visual character). Approval of any of the proposed land use concept alternatives would represent an impact to the visual character and scale for some of the adjacent or nearby properties where Station Area Residential (5 to 7 stories around the BART station) and Mission Boulevard Residential (3 to 5 stories) residential land uses are proposed, since taller and larger buildings would be placed adjacent to or near existing single-family dwellings. Impacts would likely be increased shade and shadow effects on adjacent or nearby properties during some times of the year, potential loss of privacy and

the potential for incompatible scale of adjacent buildings (*potentially significant impact and mitigation required*).

The following mitigation measure is recommended to reduce potential aesthetic impacts to a less-than-significant level:

Mitigation Measure 4.1-1 (visual character). Development projects submitted to the City of Hayward within the project area shall be subject to design review to ensure that privacy impacts on surrounding properties and effects of shade and shadow are reduced to a less-than-significant impact. Design of future buildings shall include “stepping down” of taller buildings, appropriate siting of windows and balconies to maximize privacy and establishment of view corridors to nearby hills.

Views and vistas

Future construction of larger and taller buildings within the project area could serve to impact views of the Hayward hills from residents and motorists and pedestrians using local streets in the project area, particularly in neighborhoods north of Sorenson Road along Collette Street and Luvena Drive, south of Jefferson Street and north of Tennyson Road along 10th, 11th, 12th and 13th Streets, and in the neighborhood to the west of the BART station, along Pacific Street, etc. This impact would result under all three of the proposed concept plans, since taller and denser development would occur under each of the three concept plans, though it would be more potentially impacting related to Station Area Residential and Mission Boulevard Residential land uses, where buildings are envisioned to be 3 to 7 stories tall. Since the precise locations, designs, heights and other information regarding future buildings is not known, precise impacts cannot be determined at this time. However, for purposes of this EIR, it is assumed that large expanses of views of the Hayward hills would be impacted for passers-by that would result in a *potentially significant impact*.

Figures 4.1.1 and 4.1.2 are photo composites showing potential visual impacts of massing related to conceptual project implementation compared to existing conditions, as viewed from two vantage points to the west of the BART tracks looking toward the Hayward hills. Figure 4.1.3 is a map that shows the location of the two vantage points.

Impact 4.1-2 (views and vistas). Approval of any of the proposed land use concept alternatives in areas near Station Area Residential uses (5 to 7 stories) and Mission Boulevard Residential uses (3 to 5 stories) would impact some of the views of the Hayward hills from residences, as well as for motorists, pedestrians and bicyclists using roadways within the project area. Views of the Hayward hills from roadways, parks and other areas west of the project site could also be affected (*potentially significant impact and mitigation required*).

The following mitigation measure is recommended to reduce potential aesthetic impacts to a less-than-significant level:

Mitigation Measure 4.1-2 (views and vistas). Development projects submitted to the City of Hayward within the project area shall be subject to design review to ensure that impacts on views towards the Hayward hills are reduced to a level of insignificance. Design features may include, but is not limited to preservation of view corridors between buildings, stepping down of buildings near existing development, use of corner cut-offs, establishment of view corridors to nearby hills and similar design elements.

Landform and topography

Implementation of any of the proposed concept plan alternatives would require minor amounts of on-site grading to improve site drainage. However, no large scale grading or recontouring of properties within the project area is anticipated in order to accommodate buildings that would be constructed under the concept plan alternatives. There would therefore, be *no impacts* with regard to changes in project area landform or topography.

Light and glare

The potential for light and glare within the project area would be increased under all three alternatives over existing levels of light and glare, related to upper stories of buildings. Existing buildings generally contain one or two stories, and occasionally three stories, so the only sources of light near the ground level are street and parking lot lighting. New buildings, some of which would contain 5 to 7 stories, would introduce building lights at higher elevations. This impact would be greater under the Urban Concept alternative, since more dwellings would be allowed that would be taller than the number and height of buildings allowed in the Suburban or Blended Concept alternatives.

This could result in *potentially significant impacts* of light and glare from building and deck/balcony lighting, especially as viewed from outside the project area. Also, new light sources at upper levels could spill over into residential areas adjacent to the project area.

Impact 4.1-3 (light and glare impacts). Additional sources of light and glare would be added to the project area under all three alternatives, especially related to Station Area Residential and Mission Boulevard Residential land uses (3 to 7 stories), with the most significant being under the Urban Concept Alternative. New sources of lights would include balcony and deck lights in the upper levels of multi-story buildings. New light sources would be visible from vistas inside and outside the project area, given the anticipated height of proposed buildings (*significant impact and mitigation required*).

The following mitigation measure is recommended to reduce potential light and glare impacts to a less-than-significant level.

Mitigation Measure 4.1-3 (light and glare impacts). Lighting Plans shall be submitted as part of all future development projects. Lighting Plans shall include lighting fixtures to be employed and specific measures to be taken to ensure that lighting is directed downward so that light and glare will be minimized.

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Figure 4.1.1 - Vantage Point #1, showing existing and proposed conditions.

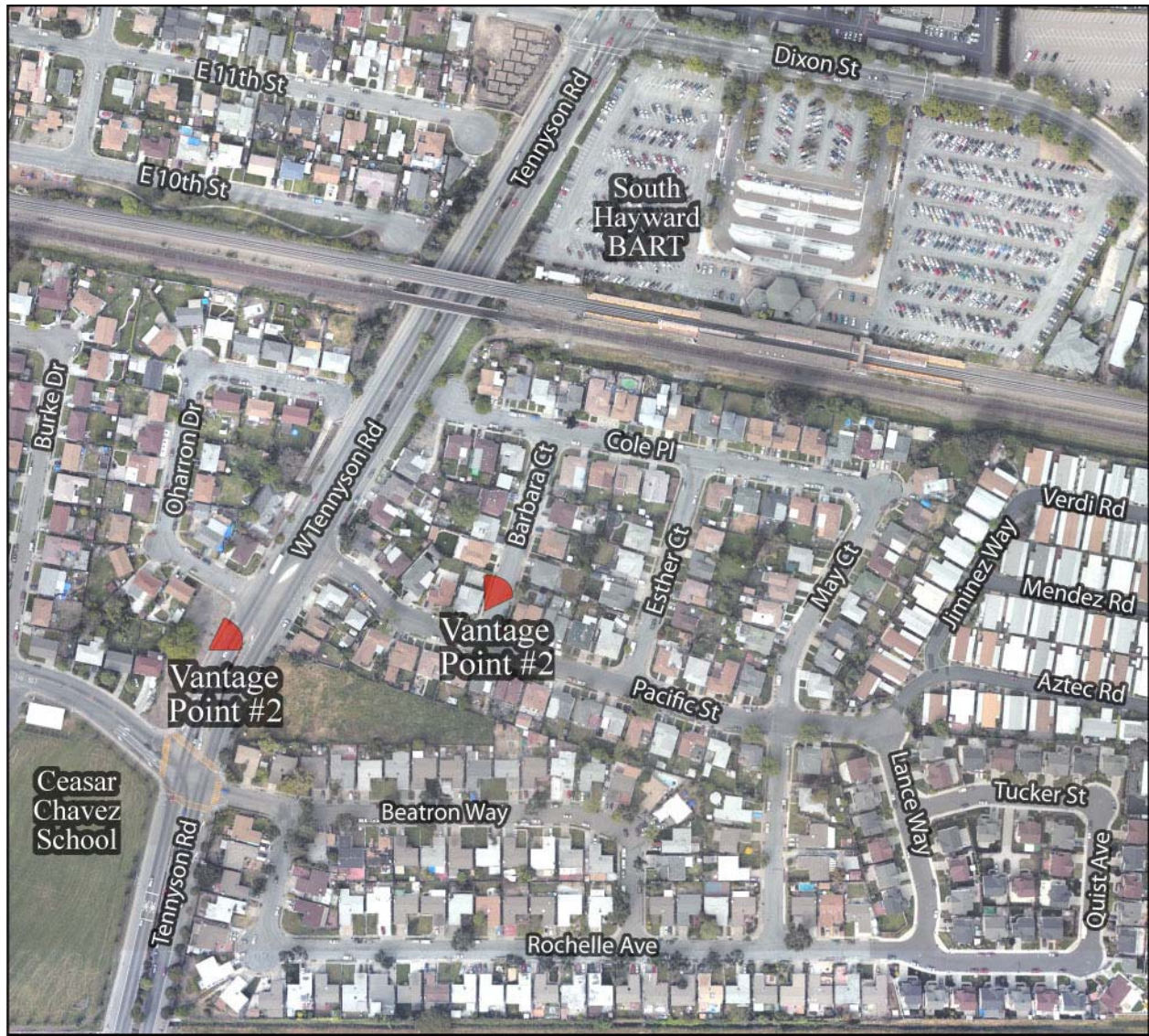


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Figure 4.1.2 - Vantage Point #2, showing existing and proposed conditions.



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4.2 AIR QUALITY

ENVIRONMENTAL ISSUES

This EIR section describes the impacts of the proposed project on local and regional air quality.

The information contained in this section is based on an air quality analysis prepared by Donald Ballanti, Certified Meteorologist, in April, 2006, available for review at the Hayward Planning Division, 1st Floor, Hayward City Hall, 777 B Street in downtown Hayward.

ENVIRONMENTAL SETTING

Air pollution climatology

Hayward is located in western Alameda County, part of the 9-county San Francisco Bay Air Basin. Hayward Valley is indirectly affected by marine air flow. Marine air entering through the Golden Gate is blocked by the East Bay hills, forcing the air to diverge into northerly and southerly paths. The southern flow is directed down the bay, parallel to the hills, where it eventually passes over Hayward. These sea breezes are strongest in the afternoon. The further from the ocean the marine air travels, however, the ocean's effect is diminished. Thus, although the climate of Hayward is affected by sea breezes, it is affected less so than the regions of the Bay Area closer to the Golden Gate.

Hayward has a relatively high potential for air pollution during the summer and fall. When high pressure dominates, low mixing depths and bay and ocean wind patterns can concentrate and carry pollutants from other cities to Hayward, adding to the locally emitted pollutant mix. In winter and spring the air pollution potential in Hayward is moderate.

Ambient air quality standards

Criteria Pollutants. Both the U. S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. Table 4.2.1 identifies the major criteria pollutants, characteristics, health effects and typical sources. The federal and California state ambient air quality standards are summarized in Table 4.2.2.

The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and particulate matter (PM₁₀ and PM_{2.5})

The State of California regularly reviews scientific literature regarding the health effects and exposure to particulate matter and other pollutants. On May 3, 2002, the California Air Resources Board (CARB) staff recommended lowering the level of the annual standard for PM₁₀ and establishing a new annual standard for PM_{2.5} (particulate matter 2.5 micrometers in diameter and smaller). The new standards became effective on July 5, 2003.

On April 28, 2005 the California Air Resources Board established a new 8-hour standard for ozone (0.07 PPM), expected to become effective in early 2006.

Table 4.2.1 Major Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors (primarily reactive hydrocarbons and oxides of nitrogen. Often called photochemical smog.	Eye Irritation Respiratory function impairment.	The major sources ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	Impairment of oxygen transport in the bloodstream. Aggravation of cardiovascular disease. Fatigue, headache, confusion, dizziness. Can be fatal in the case of very high concentrations.	Automobile exhaust, combustion of fuels, combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that discolors the air, formed during combustion.	Increased risk of acute and chronic respiratory disease.	Automobile and diesel truck exhaust, industrial processes, fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	Aggravation of chronic obstruction lung disease. Increased risk of acute and chronic respiratory disease.	Diesel vehicle exhaust, oil-powered power plants, industrial processes.
Particulate Matter (PM ₁₀ and PM _{2.5})	Solid and liquid particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time.	Aggravation of chronic disease and heart/lung disease symptoms.	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

Table 4.2.2 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour 8-Hour	0.12 PPM 0.08 PPM	0.09 PPM 0.07 PPM
Carbon Monoxide	8-Hour 1-Hour	9.0 PPM 35.0 PPM	9.0 PPM 20.0 PPM
Nitrogen Dioxide	Annual Average 1-Hour	0.05 PPM --	-- 0.25 PPM
Sulfur Dioxide	Annual Average 24-Hour 1-Hour	0.03 PPM 0.14 PPM --	-- 0.05 PPM 0.25 PPM
PM ₁₀	Annual Average 24-Hour	50 µg/m ³ 150 µg/m ³	20 µg/m ³ 50 µg/m ³
PM _{2.5}	Annual 24-Hour	15 µg/m ³ 65 µg/m ³	12 µg/m ³ --
Lead	Calendar Quarter 30 Day Average	1.5 µg/m ³ --	-- 1.5 µg/m ³
Sulfates	24 Hour	25 µg/m ³	--
Hydrogen Sulfide	1-Hour	0.03 PPM	--
Vinyl Chloride	24-Hour	0.01 PPM	--

PPM = Parts per Million

µg/m³ = Micrograms per Cubic Meter

Source: California Air Resources Board, Ambient Air Quality Standards (5/6/05)
<http://www.arb.ca.gov/aqs/aaqs2.pdf>

Toxic Air Contaminants. In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. There are many different types of TACs, with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least forty different toxic air contaminants. The most important, in terms of health risk, are diesel particulate, benzene, formaldehyde, 1,3-butadiene and acetaldehyde.

Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Health effects of TACs include cancer, birth defects, neurological damage and death.

Ambient air quality

The Bay Area Air Quality Management District has for many years operated a multi-pollutant monitoring site in Hayward monitoring a single pollutant, ozone. The closest multi-pollutant monitoring site is located in nearby Fremont. Table 4.2.3 shows historical occurrences of pollutant levels exceeding the state/federal ambient air quality standards for the three-year period 2003-2005 at these two monitoring sites. The number of days that each standard was exceeded is shown.

Table 4.2.3 shows that all federal ambient air quality standards are met in the Hayward area with the exception of ozone. Additionally, the state ambient standards of ozone and PM₁₀ are regularly exceeded.

Table 4.2.3 Air Quality Data Summary for Hayward and Fremont, 2003-2005

Pollutant	Standard	Days Standard Exceeded During:		
		2003	2004	2005
Ozone (Hayward)	1-Hour State	3	0	0
	1-Hour Federal	0	0	0
	8-Hour Federal	1	0	0
Ozone (Fremont)	1-Hour State	2	1	1
	1-Hour Federal	0	0	0
	8-Hour Federal	0	0	0
Carbon Monoxide (Fremont)	8-Hour St. Fed.	0	0	0
	1-Hour State	0	0	0
Nitrogen Dioxide (Fremont)	1-Hour State	0	0	0
PM ₁₀	24-Hour State	1	0	1
	24-Hour Federal	0	0	0
PM _{2.5}	24-Hour Federal	0	0	0

Source: Air Resources Board, Aerometric Data Analysis and Management (ADAM), 2006. (<http://www.arb.ca.gov/adam/cgi-bin/adamtop/d2wstart>)

Attainment status and regional air quality plans

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "nonattainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation.

The U. S. Environmental Protection Agency has classified the San Francisco Bay Area as a nonattainment area for the federal 8-hour ozone standard. The Bay Area was designated as unclassifiable/attainment for the federal PM_{2.5} standards.

Under the California Clean Air Act Alameda County is a nonattainment area for ozone and particulate matter (PM₁₀ and PM_{2.5}). The county is either attainment or unclassified for other pollutants. The California Clean Air Act requires local air pollution control districts to prepare air quality attainment plans. These plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or if not, provide for adoption of "all feasible measures on an expeditious schedule."

Regulatory framework

The adopted Hayward General Plan contains the following policies related to air quality in the Conservation and Environmental Protection Chapter. Specific strategies related to air quality are found in the full text of the General Plan document.

Incorporate measures to improve air quality in the siting and design of new development. (*Policy 1*)

Maintain improved air quality by creating efficient relationships between transportation and land use. (*Policy 11*)

Support implementation of Transportation Control Measures adopted by the Bay Area Air Quality Management District. (*Policy 12*)

STANDARDS OF SIGNIFICANCE

The Bay Area Air Quality Management District (BAAQMD) (the local air agency) has developed specific thresholds of significance to be used in the preparation of CEQA documents. BAAQMD guidance provides different thresholds of significance for development projects and local plans, defined as city and county general plans, redevelopment plans, specific area plans and other similar "program" documents or plans. The "program" threshold is consistency with the most recently adopted Clean Air Plan. According to the BAAQMD, the following criteria must be satisfied for a local plan to be determined to be consistent with the CAP and not have a significant air quality impact:

1. The local plan should be consistent with the CAP population and Vehicle Miles Traveled (VMT) assumptions. This is demonstrated if the population growth over the planning period will not exceed the values included in the current CAP, and the rate of increase in VMT for the jurisdiction is equal to or less than the rate of increase in population.
2. The local plan demonstrates reasonable efforts to implement the Transportation Control Measures (TCMs) included in the CAP that identify cities as implementing agencies.

Under CEQA Guidelines, implementation of a proposed project would have a significant air quality impact if it would:

- Conflict with or obstruct implementation of applicable air quality plans.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulative considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard, including release of emission which exceed quantitative thresholds for ozone precursors.

ENVIRONMENTAL IMPACTS

Two potential air quality impacts are identified: short term construction impacts and cumulative regional impacts.

Short-term construction impacts

Construction dust would affect local and regional air quality at various times during implementation of the project. The dry, windy climate of the area during the summer months combined with the fine, silty soils of the region create a high potential for dust generation. Emissions during the grading phase of construction are primarily associated with the exhaust of large earth moving equipment and the dust which is generated through grading activities. Emissions in later stages of construction are primarily associated with construction employee commute vehicles, asphalt paving, mobile equipment, stationary equipment, and architectural coatings.

The effects of construction activities would be increased dustfall and locally elevated levels of fine particulate matter (PM₁₀) near the construction activity. Depending on the weather, soil conditions, the amount of activity taking place, and nature of dust control efforts, these impacts could affect existing or future residential areas within or near the project. Since additional development is anticipated in the project area for all three concept plan alternatives, short-term air quality impacts would be approximately the same for all three. Short term air quality impacts would be a significant impact and would be reduced to a less than significant level by adherence to Mitigation Measure 8.1 contained in the General Plan EIR that requires all site-specific project applicants to comply with all City regulations and operating procedures prior to the issuance of building or grading permits.

Violation of air quality standards

Projects in the Bay Area are most likely to violate an air quality standard or contribute substantially to an existing or projected air quality violation through generation of vehicle trips. New vehicle trips add to carbon monoxide concentrations near streets providing access to the site. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The Bay Area is currently an attainment area for both the federal and state ambient air quality standards for carbon monoxide. Concentrations of this pollutant have been declining for the past 25 years due to emission control systems on vehicles. The last violation of any carbon monoxide standard measured in the Bay Area occurred in 1991.

The project would increase development and auto traffic, which would increase concentrations of carbon monoxide along streets affected by project traffic. However, the fact that current levels of this pollutant are well below the state/federal standards and future projected reductions in per-mile emissions from the vehicle fleet in the Bay Area indicate that the potential for project traffic causing an exceedance of the carbon monoxide standards is extremely unlikely. This impact would be *less-than-significant*.

Inconsistency with an air quality plan

The San Francisco Bay Area Air Basin is currently non-attainment for ozone (state and federal ambient standards) and particulate matter (PM_{2.5} and PM₁₀)(state ambient standard). While air quality plans exist for ozone, none exists for particulate matter. The *Bay Area 2005 Ozone Strategy* is the current ozone air quality plan.

The plan contains mobile source controls, stationary source controls and transportation control measures to be implemented in the region to attain the state ozone standards within the Bay Area Air Basin.

A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the growth assumptions, in terms of population, employment or regional growth in Vehicle Miles Traveled. The Bay Area 2005 Ozone Strategy utilized the Association of Bay Area Governments (ABAG) *Projections 2003* forecasts of population and employment which are based on city/county general plans.

Population and employment projections with each project alternative are compared to Projections 2003 forecasts in Table 4.2.4 below. For all concept plan alternatives, the projected population of Hayward would exceed the Projections 2003 forecast in 2015 and 2025. Employment projections would be slightly increased for the Urban Concept Alternative and slightly decreased for the Blended Concept and Suburban Concept alternatives. Although no analysis of projected Vehicle Miles Traveled has been prepared, it is clear that the project is inconsistent with the population and employment projections (and VMT projections) that were utilized in the preparation of the regional Clean Air Plan.

Table 4.2.4. Project Consistency with Projections 2003 Forecasts of Population and Employment for Hayward

	2005		2015		2025	
	Population	Employees	Population ¹	Employees ²	Population ¹	Employees ²
Base case Hayward (Projections 2003)	147,600	92,060	154,500	102,350	164,200	109,760
With Suburban Concept Alternative	No Change	No Change	155,300	102,282 total (-68 jobs)	165,000	109,692 total (-68 jobs)
With Blended Concept Alt.	No Change	No Change	155,923	102,282 total (-68 jobs)	165,623	109,692 total (-68 jobs)
With Urban Concept Alternative	No Change	No Change	157,396	102,484 total (+134 jobs)	167,096	109,894 total (+134 jobs)

¹Household size is assumed to be 2.3 persons per household.

²Number of employees is assumed at one per 750 square feet for existing commercial uses (Suburban and Blended alternatives) and one per 500 square feet for new commercial retail uses (Urban alternative).

Sources: City of Hayward and Jerry Haag, Urban Planner, 2006

Inconsistency with the regional Clean Air Plan is a significant impact. It is, however, temporary. Were the project to be adopted and reflected in the General Plan it would be eventually included in the ABAG projections (which are based on city/county general plans) that would be utilized in a future update of the Clean Air Plan.

Impact 4.2-1 (inconsistency with an air quality plan). Each of the three proposed concept plan alternatives would generate additional population in the City of Hayward that would exceed population projections contained in the regional Clean Air Plan (*significant impact and mitigation required*).

The Hayward General Plan currently contains a number of goals and strategies to promote “Smart Growth” that includes the following principles:

- Guide development into patterns that reduce dependency on automobile usage.
- Require pedestrian-, bicycle-, and transit-oriented features in new development projects.
- Encourage compact development featuring a mix of uses that locates residences near jobs and services.

- Facilitate the development of higher-density housing and employment centers near existing and proposed transit stations and along major transit corridors.
- Encourage employers and developers to provide bicycle access and facilities.
- Incorporate subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips.

Mitigation Measure 4.2-1 (inconsistency with an air quality plan). Mitigation Measure 4.6.1 contained in Section 4.6, Population and Housing, directs the City of Hayward to consult with the Association of Bay Area Governments to include the build-out population for the approved concept plan alternative for this project. However, even with current General Plan goals and strategies and adherence to Mitigation Measure 4.6.1, the project would be inconsistent with the Clean Air Plan and would be a *significant and unavoidable impact*.

Cumulative air quality impacts

According to BAAQMD significance criteria, any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. Since the proposed project was found inconsistent with the regional Clean Air Plan, the project would have a *significant cumulative impact* on regional ozone air quality.

Unanticipated growth in regional emissions of ozone precursors would delay attainment of the ambient air quality standards for ozone, contribute to visibility reduction and contribute to mobile-source toxic air contaminant concentrations.

Since ozone and some constituents ozone precursors have been shown to be correlated with adverse health effects, cumulative emissions increases in the region would have potential cumulative health effects. Studies have shown that children who participated in several sports and lived in communities with high ozone levels were more likely to develop asthma than the same active children living in areas with less ozone pollution. Other studies have found a positive association between some volatile organic compounds and symptoms in asthmatic children. A large body of evidence has shown significant associations between measured levels of particulate matter outdoors and worsening of both asthma symptoms and acute and chronic bronchitis. It is not possible, however, to predict increases in severity of disease, hospital visits or deaths from respiratory diseases. This would be a *significant cumulative impact*.

Impact 4.2-2 (cumulative air quality impacts). Each of the three proposed concept plan alternatives would result in the generation of significant quantities of ozone precursors which are a constituent of regional air pollution (*significant impact and mitigation required*).

Mitigation Measure 4.2-2 (cumulative air quality impacts). Implementation of Mitigation Measure 4.2.1 would assist in reducing this impact, but it would still remain as a *significant and unavoidable impact*.

4.3 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES

This section of the EIR addresses potential soil, groundwater and structural contamination. Information contained in this section is based on data taken from case file documents of the Hayward Fire Department, Alameda County Department of Environmental Health and the California Regional Water Quality Control Board (San Francisco Region).

ENVIRONMENTAL SETTING

Identified hazardous sites

A recent review of the listing of hazardous sites maintained by the State Department of Toxic Substances Control (DTSC) for Alameda County (the "Cortese List") revealed no such sites within the project area as of March 8, 2006.

The Hazardous Materials Office of the Hayward Fire Department lists no open cases within the project area.

Other sources of hazardous materials

Other sources of potential hazardous materials within the project area are anticipated to include lead based paints that may have been used for existing buildings, petroleum products that are associated with a number of automobile service businesses in the area and any dry cleaning establishments that are now or may have been historically located in the project area. Also, typical building material for many older structures included asbestos for heating and ventilation insulation which are classified as a hazardous material.

Regulatory framework

Storage, handling and documentation of hazardous materials and waste material are governed by federal, state and local regulations designed to protect human health and the environment. Agencies involved in the enforcement of these regulations include the U.S. Environmental Protection Agency (EPA), the State of California Department of Toxics Substances Control (DTSC), the California Regional Water Quality Control Board (RWCQB), the Bay Area Air Quality Management District (BAAQMD), the Alameda County Department of Environmental Health and the Hazardous Materials Bureau of the Hayward Fire Department.

Federal regulations are contained primarily in the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). State regulations pertaining to hazardous materials are generally equivalent to or more stringent than federal requirements and are regulated in the California Hazardous Waste Control Act and the California Hazardous Substances Account Act.

The Hayward General Plan contains the following policies and strategies dealing with hazardous materials.

Work with other agencies to minimize risks associated with the use, storage and transport of hazardous materials. (*Policy 9*)

- Continue implementation of the Hazardous Materials Program and enforcement of ordinances on use and storage of hazardous materials. (*Strategy 1*)
- Maintain a suitable buffer zone between industrial firms involved with hazardous materials and residential uses (*Strategy 2*)
- Continue collection programs for household hazardous toxic wastes and small business generators. (*Strategy 4*)

STANDARDS OF SIGNIFICANCE

The proposed project would be considered to result in a potentially significant impact if it would directly or indirectly:

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving the release of hazardous material into the environment;

ENVIRONMENTAL IMPACTS

Demolition and hazardous air emission impacts

Potential impacts could include the release of asbestos containing materials, lead based paints and other hazardous materials during demolition of existing structures, as older buildings and related improvements are removed for higher density dwellings and other buildings. This could potentially result in a health hazard to construction employees and visitors to the area. Removal of older utility installations within the project area could also release potentially hazardous materials into the atmosphere. Also, for properties to the east of Mission Boulevard in sloped areas, there may be the potential for naturally occurring asbestos in the soil. This would be a *potentially significant* impact.

This impact would be the greater under the Urban Concept alternative, since more residents would live in the project area under this Alternative than the other two concept alternatives. More employees would also be present within the project area, since a greater amount of non-residential development would occur under the Urban Concept Alternative.

Impact 4.3-1 (demolition and hazardous air emissions). Demolition and deconstruction of existing buildings, utility facilities and other older structures could release hazardous and potentially hazardous material into the atmosphere including asbestos containing materials, including within the soil, lead-based paints and other hazardous substances, potentially resulting in health hazards to construction employees and local visitors and residents (*potentially significant impact and mitigation required.*

The following mitigation measure is recommended to reduce potential demolition activities and release of hazardous air-borne substances to a less-than-significant level.

Mitigation Measure 4.3-1a (demolition and hazardous air emissions). Prior to commencement of demolition or deconstruction activities within the project area, project developers shall contact the Alameda County Environmental Health Department, Bay Area Air Quality Management District, Department of Toxic Substances Control and the Hazardous Materials Division of the Hayward Fire Department for required site clearances, necessary permits and facility closure with regard to demolition and deconstruction and removal of hazardous material from the site. All work shall be performed by licensed contractors in accord with State and Federal OSHA standards. Worker safety plans shall be included for all demolition or deconstruction plans.

Mitigation Measure 4.3-1b (release of asbestos). Prior to commencement of grading activities within the project area, project developers shall conduct investigations by qualified hazardous material consultants to determine the presence or absence of asbestos containing material in the soil. If such material is identified that meets actionable levels from applicable regulatory agencies, remediation plans shall be prepared and implemented to remediate any hazards to acceptable levels and shall identify methods for removal and disposal of hazardous materials. Worker safety plans shall also be prepared and implemented. All required approvals and clearances shall be obtained from appropriate regulatory agencies, including but not limited to the Hayward Fire Department, Department of Toxic and Substances Control and Bay Area Air Quality Management District.

Soil and groundwater contamination

Future redevelopment of the project area could uncover deposits of petroleum products, underground storage tanks, chemicals used for existing or former dry cleaning establishments and other sources of soil or groundwater pollution.

If these are found in significant quantities at thresholds that exceed state and federal standards, this would be a *potentially significant impact* to existing and future area residents, employees and visitors. This impact would be greater under the Urban Concept alternative, since a greater number of residents would be present within the project area under buildout of and uses envisioned in this plan. Potential soil and groundwater impacts would be somewhat less under the Blended and Suburban Concept Plans, since there would be fewer residents and visitors in the project area than under the Urban Concept alternative.

Impact 4.3-2 (potential soil and groundwater contamination). Redevelopment of the South Hayward BART Station project area could uncover deposits of petroleum products, underground tanks and other features that could contaminate soil and/or groundwater (*potentially significant impact and mitigation required*).

The following mitigation is proposed to reduce this impact to a less-than-significant level.

Mitigation Measure 4.3-2 (potential soil and groundwater contamination). Prior to approval of building or demolition permits, project developer(s) shall prepare a Phase I environmental site analysis and, if warranted by such analysis as determined by the Hazardous Materials Office of the Hayward Fire Department or other regulatory agency, a Phase II environmental site analysis shall also be conducted. Recommendations included in the Phase II analysis for remediation of hazardous conditions shall be followed, including contact with appropriate regulatory agencies to obtain necessary permits and clearances. No construction (including grading) shall be allowed on a contaminated site until written clearances are obtained from appropriate regulatory agencies.

4.4 HYDROLOGY, DRAINAGE AND WATER QUALITY

ENVIRONMENTAL ISSUES

This section of the EIR addresses potential impacts related to flooding, increased stormwater runoff and water quality.

ENVIRONMENTAL SETTING

Climate

The City of Hayward has a Mediterranean climate, characterized by warm summers and moderately cool winters. Average annual temperatures range from approximately 40 to 75 degrees Fahrenheit. Average annual rainfall is approximately 25 inches, falling typically between November and April.

Local and regional drainage

The project area is located below and to the west of the Hayward hills. Several natural drainage channels convey stormwater from upper elevations, through the project area and into larger, regional Alameda County Flood Control and Water Conservation (ACFCWCD) engineered channels in westerly Hayward for ultimate discharge into San Francisco Bay. ACFCWCD drainage facilities nearest the project area include designated Lines C (Zeile Creek), C-1, D-2, D-3, D-9, D-10 and D-12. A portion of Line C is located within the project area, generally sited west of Mission Boulevard, south of Harder Road and north of Luvena Drive and Colette Street.

In addition, since the project area is largely developed, the City of Hayward maintains localized storm drain facilities within the project area to collect stormwater for conveyance to regional ACFCWCD facilities.

Flood hazards

Portions of the project area lie within a 100-year flood zone, based on the most recent information available from the Federal Emergency Management Agency. More specifically, Flood Insurance Rate Map (FIRM) (Community Panel Map No. 065033 0012 C, effective September 16, 1981) identifies approximately one acre of the project area west of Mission Boulevard and northwest of Collette Street currently used as cemetery monument businesses as being located in flood Zone A (100-year flood plain). This area is immediately upstream of Alameda County Flood Control and Water Conservation District facility Line C. The FIRM map also identifies lands within Line C as being within a 100-year flood plain.

Similarly, several properties lying east of the BART tracks and along Dixon Street south of Valle Vista Avenue and north of Industrial Parkway are identified as lying within Flood Zone A2, which is within a 100-year flood zone (FIRM Panel Map No. 065033 0020 E, effective February 9, 2000).

Figure 4.4.1 shows those portions of the project area lying within a 100-year flood zone.

Regulatory framework

The City of Hayward General Plan contains the following applicable policies and strategies related to water quality.

Protect existing watercourses and enhance water quality in surface water and groundwater sources. (*Policy 3*)

- Retain surface watercourses in their natural condition to the greatest extent possible. (*Strategy 1*)
- Explore opening (daylighting) water channels in selected areas to increase visibility to the public, enhance the aesthetics of the creek environment, and provide for limited public access where appropriate. (*Strategy 2*)
- Concentrate development in those areas least susceptible to erosion and minimize grading and the introduction of impervious surfaces; where appropriate consider using retention basins on site. (*Strategy 3*)
- Maintain the continuity of creekside vegetation, with sufficient setbacks of development from creek slopes, with sensitive flood control designs, and with maintenance or reestablishment of native trees. (*Strategy 4*)
- Protect riparian plant communities from direct encroachment of development and from adverse impacts of increased stormwater runoff, sedimentation or erosion that may occur from improper development in adjacent areas. (*Strategy 5*)
- Discourage groundwater withdrawal in areas where activity could result in intrusion of salt water into freshwater aquifers. (*Strategy 6*)
- Conduct an inventory of private wells to assure the health and safety of citizens and to protect groundwater supplies. (*Strategy 7*)
- Take an active role in increasing the use of reclaimed water and educating the community about the benefits of such efforts. (*Strategy 9*)
- Encourage the use of dual plumbing systems in new buildings to recycle grey water. (*Strategy 10*)

The following policies and strategies relate to flood hazards.

Cooperate with federal, state and county agencies to develop short- and long-term programs that reduce flood hazards in the city. (*Policy 8*)

- Implement federal requirements relating to new construction in flood plain areas to ensure that future flood risks to life and property are minimized. (*Strategy 2*)
- Work with the Alameda County Flood Control and Water Conservation District to ensure that flood control channels are regularly cleaned and maintained. (*Strategy 3*)

STANDARDS OF SIGNIFICANCE

Based on CEQA Guidelines and the Initial Study prepared for this proposed project, development would have a significant impact with regard to hydrology and water quality if it would result in:

- Substantial alteration of the existing drainage pattern in such a manner that would result in substantial erosion or siltation on or off-site, or in flooding on or off-site;
- Substantial increase in the rate or amount of surface water runoff in a manner that would result in flooding on or off the site and that could exceed existing or planned downstream drainage systems;
- Placement of housing within a 100-year flood hazard area (as mapped by the Federal Emergency Management Agency or per similar flood delineation map);
- Placement of structures within a 100-year flood hazard area which would impede or redirect flood flows;
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of dam or levy failure.

ENVIRONMENTAL IMPACTS

Should the project be approved and implemented there could be potential increases in the rate and amount of stormwater runoff from the project area that could exceed the capacity of existing or planned storm drain facilities to safely accommodate increases in the amount of runoff. Portions of the project area lie within a 100-year flood zone that could cause damage to future building and improvements constructed within a flood zone.

Local and regional drainage

Approval of the proposed project would increase the amount of stormwater runoff generated from the project area, although a substantial portion of the project area is currently developed with buildings, paved parking areas, walkways and other impervious surfaces. Intensification of land uses under any and all of the alternative concept plans could add to the amount of impervious surfaces that could increase both the rate and amount of stormwater leaving the site. The ability of downstream drainage facilities to safely accommodate increased flows, especially during intense storm events when the rate of stormwater flows would be the greatest, could be significantly impacted and would be a *potentially significant impact*.

Impact 4.4-1 (drainage impacts). Construction of land uses under all of the alternative concept plans could increase the amount of stormwater leaving the project site that could impact the ability of downstream local and regional drainage facilities to safely accommodate increased amounts of stormwater (*significant and mitigation required*).

This impact will be reduced to a level of insignificance through adherence to the following mitigation measure.

Mitigation Measure 4.4-1 (drainage impacts). Site-specific drainage plans shall be prepared for all future construction within the project area prior to project approval. Each report shall include a summary of existing (pre-project) drainage flows from the

project site, anticipated increases in the amount and rate of stormwater flows from the site and an analysis of the ability of downstream facilities to accommodate peak flow increases. The analysis shall also include a summary of new or improved drainage facilities needed to accommodate stormwater increases. Each drainage plan shall be reviewed and approved by the Hayward Public Works Department staff and Alameda Flood Control and Water Conservation District staff prior to approval of the proposed development project.

Flood hazards

Portions of the project area lie within a 100-year flood zone. Construction of future buildings within a 100-year flood zone could result in substantial damage to future buildings and building occupants in the even of a 100-year storm event. This would be a *significant impact*.

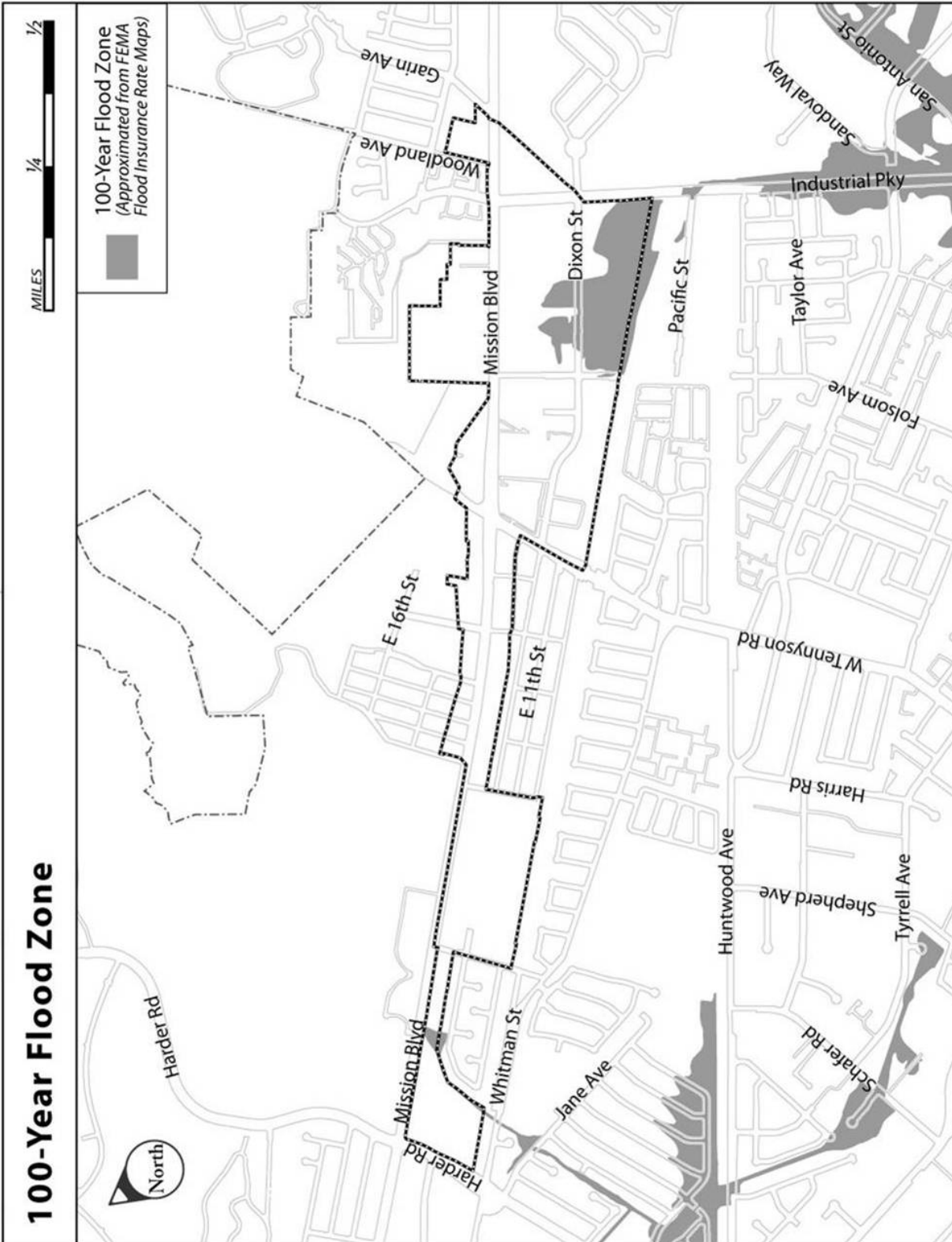
Impact 4.4-2 (flooding impacts). Construction of buildings or other improvements within that portion of the project area within a 100-year flood zone could result in significant impacts to these improvements and to future residents, employees and visitors (*significant and mitigation required*).

This impact will be reduced to a level of insignificance through adherence to the following mitigation measure.

Mitigation Measure 4.4-2 (flooding impacts). Prior to construction within a 100-year flood plain area, project developers shall either:

- a) Submit a hydrology and hydraulic study prepared by a California-registered civil engineer proposing to remove the site from the 100-year flood hazard area through increasing the topographic elevation of the site or similar steps to minimize flood hazards. The study shall demonstrate that flood waters would not be increased on any surrounding sites, to the satisfaction of City staff.
- b) Comply with Section 9-4.110, General Construction Standards, of the Hayward Municipal Code, which establishes minimum health and safety standards for construction in a flood hazard area.
- c) Apply to the City for a Conditional Letter of Map Revision (CLOMR) to remove the site from the FEMA Flood Insurance Rate Map 100-year flood hazard area.

Figure 4.4.1 Map showing locations of 100-year flood zones



4.5 NOISE

ENVIRONMENTAL ISSUES

This section addresses potential noise impacts of the project, including short-term construction noise, and long-term permanent noise as well as potential impacts from existing noise sources.

ENVIRONMENTAL SETTING

Overview of noise concepts

Noise is defined as unwanted sound. Sound levels are measured and expressed in decibels (dB), with a dB of "0" corresponding approximately to the threshold of human hearing.

The method commonly used to quantify environmental noise involves measurement of all audible frequencies of sound, with an adjustment to reflect the fact that human hearing is less sensitive to low and high frequencies than to mid-range frequencies. This measurement is called "A" weighting, and a noise reading using this technique is called "A-weighted noise level" (dBA).

Environmental noise fluctuates in intensity over time. Therefore, time-averaged noise level computations are typically used to quantify noise levels and determine impacts. The two average noise level descriptors most commonly used to describe 24-hour daily average are LDN (day-night average noise levels) and CNEL (Community Noise Equivalent Level). The LDN measurement includes a 10-decibel penalty added to nighttime noise levels (10:00 p.m. to 7:00 a.m.) to account for the greater human sensitivity to noise during this period. The CNEL noise metric includes both a 5 dBA (decibels on the "A-weighted" scale to replicate human hearing) penalty for evening (7:00 p.m. to 10:00 p.m.) noise and a 10 dBA for night (10:00 p.m. to 7:00 a.m.) noise events.

Existing noise levels

The Noise Element of the General Plan and the General Plan Draft EIR identify vehicular traffic as the most significant noise source in the community. Interstate 880 and Mission Boulevard are cited as having the highest volumes of traffic and are therefore the noisiest roadway corridors. Other sources of noise in the community include Union Pacific Railroad, noise generated by BART operations, aircraft overflights from Hayward Executive Airport and Oakland International Airport and stationary noise sources, primarily from industrial and commercial operations.

Existing major noise sources in and near the project area include vehicle-generated noise along Mission Boulevard and noise from BART operations.

No significant industrial noise sources presently exist in the project area. Aircraft overflight noise is considered minimal, based on information contained in the General Plan Update EIR.

Noise levels were monitored in Hayward as part of the General Plan Update in August 2001. Noise measurement site LT-11, located 75 feet from the centerline of Mission Boulevard at Torrano Avenue, north of the project area, indicated a noise exposure level of 72 dBA L_{dn} . The primary source of this noise was traffic along Mission Boulevard.

General Plan DEIR Figure 7.3 indicates that existing noise levels along Mission Boulevard are 70 to 74 dBA at 50 feet from the roadway.

Future noise levels are anticipated to be substantially the same as present noise levels.

Regulatory Framework

The Conservation and Environmental Protection Chapter of the General Plan contains the following policy and strategies regarding noise:

The City will seek to protect the public health, safety and welfare against the adverse effects of excessive noise. (*Policy 13*)

- Provide educational material and assistance to the community regarding noise mitigation, and promote the full disclosure of potential noise impacts within new infill development. (*Strategy 1*)
- Continue to review new development to assure compatibility with surrounding land uses and compliance with accepted noise standards. (*Strategy 2*)
- Encourage mitigation of noise through appropriate site planning, building orientation, and building materials. (*Strategy 3*)
- Cooperate with adjacent jurisdictions and other agencies involved in noise mitigation and work with transportation companies and/or agencies to mitigate noise impacts. (*Strategy 4*)
- Continue to consider potential noise impacts in evaluating proposals for new transportation facilities, including streets and highways. (*Strategy 5*)
- Encourage the California Department of Transportation to construct attractive noise barriers along State highways adjacent to noise-sensitive uses. (*Strategy 6*)
- Investigate methods for decreasing local street noise, such as modification of paving materials, removal of surface irregularities, and synchronization of signals to facilitate smooth traffic flow. (*Strategy 7*)
- Continue to monitor the effectiveness of noise control programs at the Hayward Executive Airport. (*Strategy 8*)

Appendix N of the Noise Element of the General Plan contains the following noise/land use compatibility standards:

Table 4.5.1. Exterior Noise and Land Use Compatibility Standards

Land Use	Community Noise Level Ldn or CNEL (dB)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential: low density, single family homes, duplex, mobile homes	Under 55	55-70	70-75	75+
Residential: multiple family	Under 60	60-70	70-75	75+
Transient lodging	Under 65	60-70	70-80	80+
Schools, libraries, churches, hospitals	Under 70	60-70	70-80	80+
Auditoria, concert halls	--	Under 70	--	65+
Sports arenas, outdoor sports	--	Under 75	--	70+
Playgrounds and neighborhood parks	Under 70	--	67.5-75	72.5+
Golf courses, riding stables, water recreation, cemeteries	Under 75	--	70-80	80+
Office buildings, businesses, commercial and professional	Under 70	67.5-77.5	75+	--
Industrial. Manufacturing, utilities	Under 75	70-80	75+	--

Source: Hayward General Plan, Appendix N

The interior residential noise exposure level is 45 dBA per the City's noise standards, as established by the state building code.

Also, Appendix N of the City's General Plan indicates acceptable adjustments to ambient exterior noise levels on residential uses for periodic, short-term noise events from commercial or industrial activities. For example, for an event that generates 15 decibels (dbA) of noise above the ambient daytime noise level, the maximum cumulative duration of such event allowed during any one-hour period is five minutes.

STANDARDS OF SIGNIFICANCE

A noise impact would be considered significant if it would result in:

- exposure of persons or generation of noise in excess of standards established in the General Plan or applicable standards of other agencies;
- a substantial temporary or permanent increase in ambient noise levels in the project vicinity above ambient levels (considered an increase of 3 dB over existing levels).

ENVIRONMENTAL IMPACTS

Temporary construction noise

Should the proposed project be implemented, short-term, temporary increases in noise during construction phases of implementation can be expected. Such noises would be related to demolition and deconstruction of existing buildings and improvements, construction of new structures, upgrading of roadways and related infrastructure facilities. Typical noise generated by demolition and construction activities include use of heavy equipment for demolition and earthmoving, truck traffic, back-up bells, air compressors, hammering and other mechanical equipment normally used during demolition and construction. Short-term construction noise is anticipated to be a *significant impact* due to the number of existing and anticipated residences and buildings within and adjacent to the project area.

Short-term construction noise would be greater and would extend for a longer period of time under the Urban Concept, since a greater number of dwellings and more commercial floor area would be built. Less intensive noise impacts would be associated with the Suburban and Blended Concepts, since less development is anticipated under these alternatives.

Impact 4.5-1 (construction noise impacts). Future residents within the project area and adjacent residential areas could be subject to short-term and significant noise due to the demolition/deconstruction of existing improvements and construction of new buildings and associated infrastructure improvements within the project area. Construction noise impacts would be greater under the Urban Concept Alternative and less intense for the Suburban and Blended Concept Alternatives, which would involve less development (*significant and mitigation required*).

The following mitigation measure is recommended to reduce short-term construction noise to less-than significant levels:

Mitigation Measure 4.5-1 (construction noise impacts). Construction Noise Management Plans shall be prepared for all development projects within the project area, including public and private projects. Each plan shall specify measures to be taken to minimize construction noise on surrounding developed properties. Noise Management Plans shall be approved by City staff prior to issuance of grading or building permits and shall contain, at minimum, a listing of hours of construction operations, a requirement for the use of mufflers on construction equipment, limitation on on-site speed limits, identification of haul routes to minimize travel through residential areas and identification of noise monitors. Specific noise management measures shall be included in appropriate contractor plans and specifications.

Permanent noise impacts

Each of the three proposed alternatives would result in increasing the number of dwelling units and vehicle trips within the project area; however, noise generated from stationary sources, such as automobile service operations would decrease. Long-term noise increases would include additional vehicles entering and leaving the project area and noise from residential uses,

including but not limited to mechanical noise from heating, ventilating and air conditioning units, use of lawn equipment and human conversation and similar activities.

Permanent noise impacts would be greater under the Urban Concept, since a greater amount of development would be located near BART tracks and Mission Boulevard under this alternative than the Suburban and Blended Concept Alternatives. This would be a *significant impact*.

Impact 4.5-2 (permanent noise impacts). Future residents within the project area could be subject to noise levels in excess of City noise exposure levels caused by existing and future vehicle traffic along Mission Boulevard, BART operations and commercial operations (*potentially significant and mitigation required*).

Adherence to the following measure will reduce permanent noise impacts to a less-than-significant level.

Mitigation Measure 4.5-2 (permanent noise impacts). Site-specific acoustic reports shall be prepared for future residential projects within the project area. Each report shall include a summary of existing noise levels, an analysis of potential noise exposure levels, consistency with City of Hayward noise exposure levels and specific measures to reduce exposure levels to City of Hayward noise standards.

4.6 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES

This section addresses population and housing changes that could be anticipated should the proposed project be approved and constructed, including increases of local housing and inducement of significant population growth within the project area.

ENVIRONMENTAL SETTING

The Association of Bay Area Governments (ABAG), the Council of Governments organization responsible for preparing and tracking population and demographic changes within the Bay Area region, anticipates that the Bay Area will continue to grow at a steady rate. Factors contributing to this growth include a favorable climate, recreational activities, top universities and career opportunities. Over the next 20 years, the regional population is expected to increase to more than 8.5 million persons, an 18.7 percent increase over the current population. Population increases are expected to be primarily due to increases in births and longer life expectancies rather than significant in-migration. Table 4.6.1 depicts anticipated comparative population and household growth in the Bay Area region, Alameda County and Hayward in the years 2005, 2015 and 2025.

**Table 4.6.1. Regional, County and Hayward Total
Population (Pop) & Household (HH) Projections**

	2005		2015		2025	
	Pop.	HHs	Pop.	HHs	Pop.	HHs
Region	7,091,700	2,582,980	7,749,100	2,818,610	8,419,100	3,060,340
Alameda Co.	1,517,100	542,540	1,648,800	590,880	1,796,300	647,370
Hayward	146,300	46,200	156,600	49,490	165,100	52,440

Source: ABAG Projections 2005

Alameda County's population is expected to reach a level of approximately 1.8 million over the next approximate 20 years, making it the second most populous county in the ABAG region behind Santa Clara County. ABAG notes that the Hayward and the Tri-Valley areas are anticipated to experience the highest growth rates in Alameda County over the next 20 years. Although the rate of household growth was rapid during the late 1990s, ABAG anticipates a slowdown during the coming two decades.

The Hayward General Plan, adopted in 2002, states that the City will employ Smart Growth principles to accommodate future growth and development of the community. These principles include a mix of land uses, compact building designs, walkable neighborhoods and fostering a sense of place and similar principles.

STANDARDS OF SIGNIFICANCE

A population and housing impact would be considered significant if a proposed project would induce substantial population growth, either directly or indirectly.

ENVIRONMENTAL IMPACTS

Approval and implementation of the proposed project would increase the future population of the community and would add a potentially significant population increase within the southerly portion of Hayward. Table 4.6.2 identifies the net anticipated increases of population within the project area under the proposed alternatives. The table excludes the 73 existing dwellings within the project area that are located on parcels envisioned for redevelopment.

Table 4.6.2. Project Population Projection at Buildout

Concept Alternative	Net Dwelling Units	Persons/ Dwelling	Estimated Population
Suburban (mid-point)	1,886	Apartments: 2.13 Condominiums: 2.18 Townhomes: 2.40; Single-family detached units: 3.26	4,533
Blended (mid-point)	2,427		5,484
Urban (mid-point)	3,707		8,194

Note: Population per household based on the document: "South Hayward BART/Mission Blvd. Concept Plan: Fiscal Analysis of Four Development Scenarios," Strategic Economics, January 11, 2006.

Source: Hayward Planning Division

Approval of the proposed project would add an estimated 4,533 to 8,194 residents to the City of Hayward, depending on the alternative chosen by the Hayward City Council. Under the Blended and Urban concept alternatives, the Hayward General Plan would need to be amended to accommodate higher densities and increased intensities. It is unlikely that this amount of population increase has been included in regional population projections undertaken by the Association of Bay Area Governments, which are based on existing Hayward General Plan land use designations. Although the potential increase in residential densities and population near a major public transit hub would be consistent with the Smart Growth principles set forth in the Hayward General Plan, the Bay Area Air Quality Management District's Clean Air Plan and other regional plans by promoting higher density, pedestrian-oriented housing near transit, this

increase would represent a population increase above regional population projections prepared by ABAG and would be a *potentially significant impact*. Approval of the Suburban Concept Alternative would result in less buildout than is reflected in current land use designations for the project area and therefore, population increases would be less-than-significant.

Impact 4.6-1 (population increase). Approval of the Urban or Blended Concept Plan Alternatives would exceed population estimates for the City of Hayward published by the Association of Bay Area Governments (ABAG) (*potentially significant and mitigation required*).

Adherence to the following measure will reduce such impacts to a less-than-significant level.

Mitigation Measure 4.6-1 (population increase). If the City approves either the Urban or Blended Concept Alternatives, the City of Hayward shall consult with ABAG to ensure buildout populations for the project area are included in future regional projections.

4.7 TRANSPORTATION AND CIRCULATION

ENVIRONMENTAL ISSUES

This section of the DEIR examines potential impacts of the proposed project on roadways, public transit systems, bicycle and pedestrian systems and parking resources.

ENVIRONMENTAL SETTING

Existing and planned roadway facilities

Regional vehicular access to the project area is provided primarily by the freeway system that traverses most of the City of Hayward. Interstate 880 (I-880), a north-south freeway, is located about 1.75 west of the project area and may be accessed by Tennyson Road and Industrial Parkway West. Interstate 580 (I-580), an east-west freeway, is located 3.5 miles north of the project area and may be accessed by SR-238 (Mission Boulevard). Mission Boulevard is a north-south facility that will border and bisect the site. State Route 92 (SR-92), known as Jackson Street, is an east-west facility located 1.5 miles north of the site. Access to SR-92 is provided via Mission Boulevard.

SR-238 (Mission Boulevard) is a four- to six-lane roadway carrying from 34,000 to 42,500 average daily vehicles in each direction along the section from Harder Road to Industrial Parkway (2004 Caltrans). There is a raised median that runs the length of the corridor with the exception of the short segment between Jefferson Street and Calhoun Street, which has no median. Posted speeds along Mission Boulevard vary from 35 mph to 40 mph along the section from Jefferson Street/Calhoun Street to Industrial Parkway. Mission Boulevard provides local access to residential and commercial developments, but also serves as a regional connection along the East Bay from Oakland (as International Boulevard/State Route 185) to Fremont. Mission Boulevard is on the Alameda County Congestion Management Program (CMP) network. Land uses are varied and primarily include commercial and institutional, including car dealerships, auto body and repair shops, multi-ethnic retail stores, religious facilities, schools, bars, and gas stations. Several lots are vacant and/or abandoned. On-street parking is permitted on intermittent sections of the roadway, but is not highly utilized in the project area because most businesses have parking lots that front the roadway. The *State Route 238 Corridor Improvement Project* details future projects on Mission Boulevard that include improvements to the Carlos Bee intersection, access changes at Moreau High School, and conversion of parking lanes to travel lanes in the peak hours. Improvements to bicycle and pedestrian facilities are also included. Mission Boulevard will serve as the main access for the South Hayward BART project.

Dixon Street is a two-lane, north-south roadway that runs from Tennyson Road to Industrial Parkway. The street is primarily residential with a mix of single-family and multi-family residences. Several new residential developments are being constructed or have been constructed along this roadway. North of Tennyson Road, Dixon Street becomes East 12th Street. South of Industrial Parkway, it becomes Arrowhead Way as it enters the Twin Bridges Development. Dixon Street provides sole access to BART's main and satellite parking lot. On-

street parking is allowed on both sides of the street for non-commercial vehicles and is unrestricted save for twice-monthly street cleaning days. The posted speed limit is 25 mph.

Tennyson Road is a wide, four-lane, east-west arterial that traverses Hayward, terminating at Mission Boulevard to the east and Industrial Boulevard to the west. In the study area from Pacific Street to Mission Boulevard, the roadway is divided by a raised, landscaped median and passes under the BART train tracks. On-street parking is not allowed in this segment of Tennyson Road. Land use along Tennyson Road is mixed commercial and residential. The speed limit is 35 miles per hour. Future changes to Tennyson will include an extension of the roadway east of Mission Boulevard to serve new development. The intersections at Dixon Street-East 12th Street and Mission Boulevard are signalized. Tennyson Road is part of the Alameda County Congestion Management Program system.

Valle Vista Avenue is a two-lane, east-west residential street that is 0.25 miles long. It terminates at Mission Boulevard to the east, with a stop-control on Valle Vista Avenue, and at the BART train tracks to the west. The intersection with Dixon Street is all-way stop-controlled. On-street parking is allowed on both sides of the street and is unrestricted save for twice-monthly street cleaning days.

Industrial Parkway is a four-lane, east-west arterial that is 1.2 miles long. In the project area between Dixon Street and Mission Boulevard, it is divided by a raised, landscaped median and has residential, commercial, and recreational uses. The intersections of Mission Boulevard and Dixon Street are both signalized and contain left turn pockets.

Existing and planned transit facilities

The project site is served by existing transit, including both regional rail and local bus services. This section contains detailed descriptions of transit services in the project area.

The San Francisco Bay Area Rapid Transit District (BART) provides heavy-rail, regional transit service to four counties in the Bay Area, including San Francisco. The South Hayward BART Station entrance is located east of BART's tracks and is currently fronted by bus bays and a surface parking lot. BART's direct service from this station includes the Fremont-Richmond line, with trains every fifteen minutes during the weekday until 7:30 PM and every twenty minutes during evening weekday times and the weekend. This train line runs until midnight everyday, with weekday, Saturday, and Sunday service beginning at 4 AM, 6 AM, and 8 AM, respectively. BART's service also includes the Fremont-Daly City line, with trains every fifteen minutes during the weekday and every twenty minutes on Saturday. This train line runs until 6 PM everyday, with weekday and Saturday service beginning at 5 AM and 9 AM, respectively. Planned service changes include a new station in West Dublin and rail extensions to Warm Springs and San Jose. Figure 4.7.1 shows BART's existing system map.

Bus service to the project area is provided by the Alameda-Contra Costa Transit District (AC Transit). Eight bus routes operate in the project area and all serve the South Hayward BART station: Routes 77 (Soto), 83 (Clawiter), 86 (Winton), 91 (Redwood), 92 (Southland), 99 (Mission), 210 (Fremont Boulevard), and 801 (International-Mission All-Nighter). Detailed

service times and frequencies are contained in Table 4.7.1. Most bus stops in the study area are indicated by free standing poles with signs indicating bus route numbers. Some bus stops on Mission Boulevard and at the South Hayward BART station contain other amenities, such as shelters and bus route maps. The recently implemented Route 801 (Oakland-Fremont), which is part of the All-Nighter regional bus network, provides after-hours transit service with timed connections. Route 801 is a combination of Routes 82 and 99, and serves the BART stations in Hayward. Figure 4.7.2 displays a map of AC Transit's bus system serving the South Hayward BART station and project area. Figure 4.7.3 shows AC Transit's Route 801 map.

Paratransit service for seniors and adults with disabilities is available to Alameda County residents through East Bay Paratransit, a service of AC Transit and BART. The City of Hayward's (Measure B) paratransit program supplements and compliments this service for residents of Hayward and the unincorporated areas adjacent to Hayward.

Figure 4.7.1-BART System Map

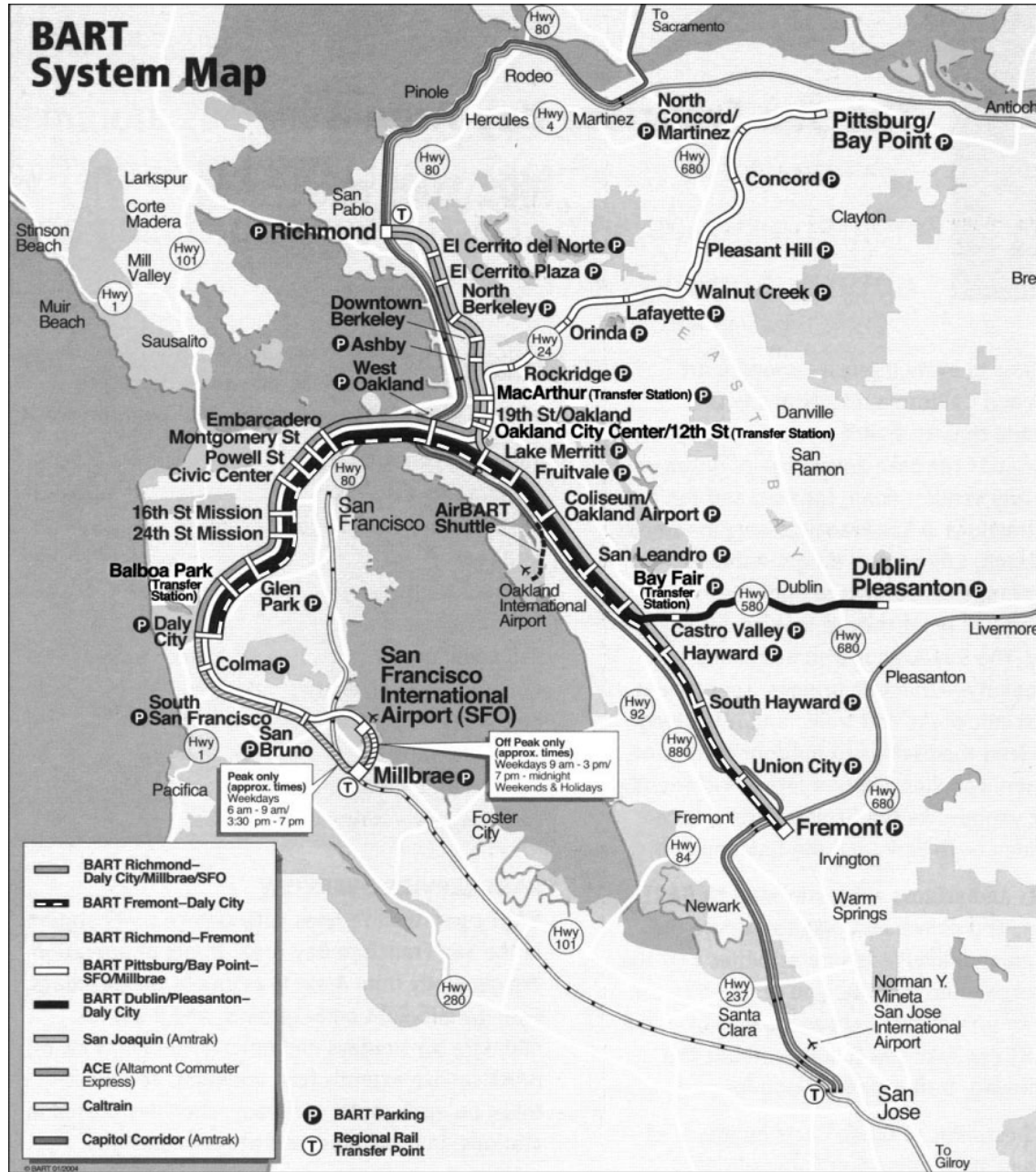


Figure 4.7.2-AC Transit Local Bus Service in Project Area



Figure 4.7.3-AC Transit Route 801 Service Route Map

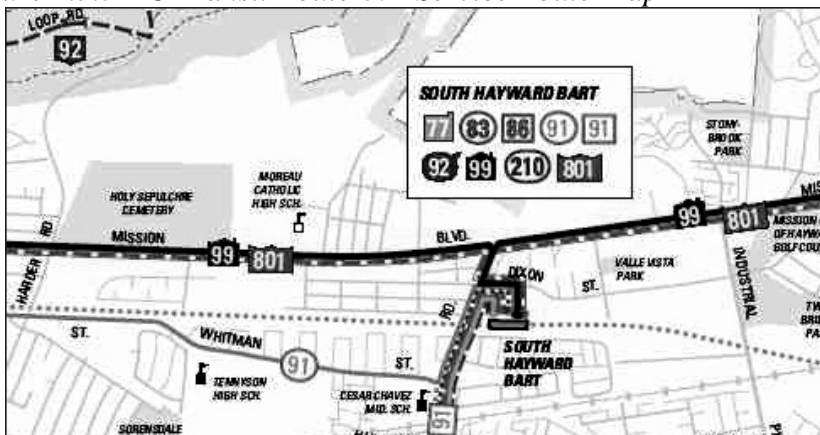


Table 4.7.1. AC Transit Buses serving South Hayward BART

Route	Cities Served	Timepoints	Days	Times	
77 Soto	Hayward	Tampa Ave & Tennyson Rd Ruus Ln. & Georgian Manor South Hayward BART Gading Rd & Harder Rd Hayward BART	Weekday	First	6:00 AM
				Last	6:00 PM
				Frequency	30 min
			Weekend	First	8:45 AM
				Last	6:45 PM
				Frequency	60 min
83 Clawiter	Hayward Cherryland	South Hayward BART Tennyson Rd & Hesperian Blvd Clawiter Rd & Industrial Blvd. Hesperian Blvd & W. A St Hayward BART	Weekday	First	5:00 AM
				Last	7:00 PM
				Frequency	30-60 min
			Weekend	No service	
86 Winton	Hayward	South Hayward BART Tennyson Rd & Hesperian Blvd Depot Rd & Industrial Blvd AC Transit Hayward Division Winton Ave & Hesperian Blvd Hayward BART	Weekday	AM First	5:15 AM
				AM Last	8:45 AM
				PM First	3:15 PM
				PM Last	7:00 PM
				Frequency	30 min
			Weekend	No service to South Hayward BART	
91 Redwood	Hayward Castro Valley	San Antonio St & San Luis Obispo Ave South Hayward BART Hayward BART A St & Foothill Blvd Castro Valley BART Castro Valley Senior Center	Weekday	First	6:30 AM
				Last	9:30 PM
				Frequency	30-60 min
			Weekend	No Service	
92 Southland	Hayward	Chabot College Southland Shopping Center Hayward BART Hayward High School Campus Dr & Second St Warren Hall, Cal State East Bay	Weekday	First	6:00 AM
				Last	10:00 PM
				Frequency	15 min
			Weekend	First	8:00 AM
				Last	7:00 PM
99 Mission	Fremont Union City Hayward	Fremont BART Mission Blvd & Mowry Ave Union City BART Mission Blvd & Whipple Ave South Hayward BART Mission Blvd & Harder Rd Hayward BART	Weekday	First	All night
				Last	All night
				Frequency	30-60 min
			Weekend	First	All night
				Last	All night
210 Fremont Blvd	Fremont Union City Hayward	Ohlone College Fremont Blvd & Mowry Ave Paseo Padre Pkwy & Fremont Blvd Union Landing Shopping Center Industrial Pkwy & Huntwood Ave South Hayward BART	Weekday	First	5:30 AM
				Last	7:00 PM
				Frequency	30 min
			Weekend	No service to South Hayward BART	
801 International Mission	Oakland San Leandro Hayward Union City Fremont	12th Street BART Station Fruitvale BART Station San Leandro BART Station Bayfair BART Station Hayward BART Station South Hayward BART Station Union City BART Station Fremont BART Station	Weekday	First	12:35 AM
				Last	4:35 AM
				Frequency	60 min
			Weekend	First	12:35 AM
				Last	7:35 AM
				Frequency	60 min

Existing and planned bicycle facilities

The project area contains some designated bicycling facilities, including on-street facilities, trail, and parking. Additionally, the City of Hayward adopted its *Bicycle Master Plan* in 1997 and reaffirmed the plan in 2002 as part of the General Plan update. The status of planned bicycle facilities was last updated in September, 2003. The classification system for bikeways are Class I (grade-separated trails that are exclusively for non-motorized access), Class II (bicycle lanes on roadways accompanied by sign designations), and Class III (bicycle routes on roadways designated by signs). The lack of bicycle designations on City streets does not preclude bicycle usage, as they are defined as a vehicle in the California Vehicle Code and subject to the same rules governing motor vehicles. Other facilities for bicyclists may include parking, traffic signal loop detectors, and employee locker/showering facilities.

Existing bikeways include:

- Class I multi-use trail on Industrial Parkway West, west of Pacific Street.
- Class II bike lanes on Tennyson Road west of Dixon Street
- Class II bike lanes on Dixon Street between Tennyson Road and Industrial Parkway
- Class III bike route on Harder Road between Santa Clara Street and Westview Way
- Class III bike route on Whitman Street

Bicycle loop detectors are located at the signalized intersection of Industrial Parkway-Dixon Street. The Master Plan calls for extending Industrial Parkway's Class I multi-use trail to Mission Boulevard, locating the path through the property of a former bowling alley.

Figure 4.7.4 shows the most current existing and planned bikeways under the Bicycle Master Plan, last updated September 2003. The City of Hayward is planning to update the Bicycle Master Plan commencing in the 2006/2007 fiscal year.

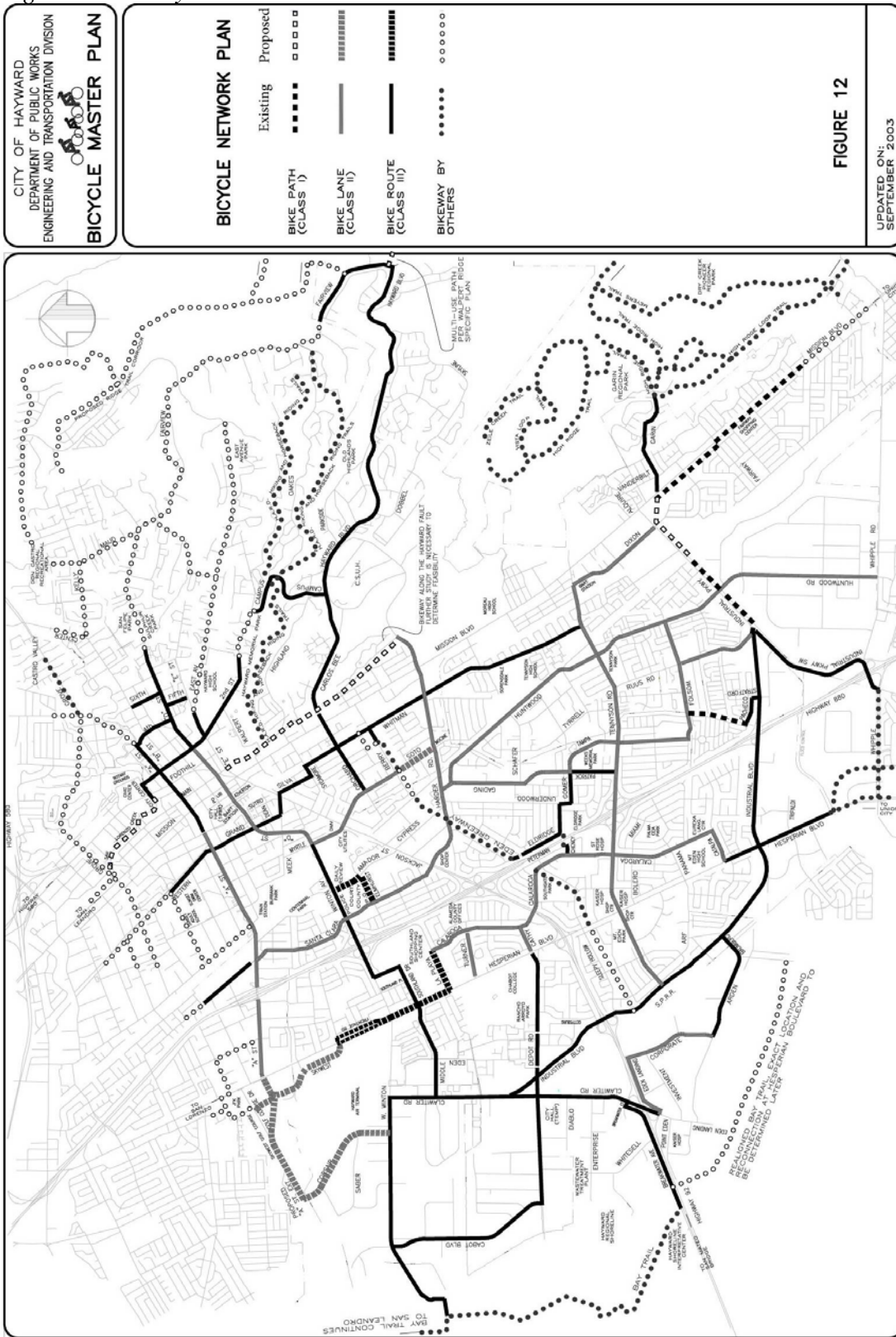
There are approximately 62 bicycle parking spaces at the South Hayward BART station, 30 of which are in assigned lockers and 32 of which are located on wave racks located to the north and south of the station entrance. Locker occupancy is unknown, but about 6 bicycles were parked at the wave racks as observed on a site visit.

Existing and planned pedestrian facilities

The Circulation Element of Hayward's *General Plan* and the Mission-Garin and Harder-Tennyson Neighborhood Plans contain references to providing pedestrian facilities and creating pedestrian-friendly environments.

Existing sidewalks and curb ramps in the South Hayward BART station area are in good condition and are continuous, giving pedestrians access to the station. Sidewalks are located at the perimeter of BART's surface parking lot but most pedestrians approaching the station from Dixon Street intersections were observed walking diagonally through the parking lot, which afforded a more direct walking route, rather than using the perimeter sidewalks. Pedestrian access to the station is wheelchair accessible from Dixon Street or by stairs on the south side of Tennyson Road. The sidewalks on Dixon Street, East 12th Street, Industrial Parkway and

Figure 4.7.4-Bicycle Master Plan Network



Tennyson Road are continuous and generally well-maintained. Many of Mission Boulevard's sidewalks are discontinuous, poorly maintained, and are not wheelchair accessible.

Marked crosswalks and pedestrian signal heads exist on all legs at the signalized intersections on Dixon Street. On Mission Boulevard, pedestrian crossings, marked crosswalks, and pedestrian signal heads were only available on the selected legs of signalized intersections. At unsignalized intersections in the study area, crosswalks are typically marked only for side street crossings, but pedestrians are not prohibited from crossing at unmarked crosswalks. Raised medians on Mission Boulevard, Tennyson Road, and Industrial Boulevard are not designed to serve as pedestrian refuges at intersections. There is a marked midblock crossing on Dixon Street between Tennyson Road and Valle Vista Avenue to connect BART's satellite parking lot with the station.

Long stretches between intersections dissuade pedestrian activity if pedestrians are not given access. Informal pedestrian paths providing access to Tennyson Road from cul-de-sac streets located between the BART tracks and E. 12th Street have been carved out from use, as the distance between East 12th Street and Whitman is almost 0.25 miles. A fence on the northern sidewalk of Tennyson Road has been erected in this area to prevent mid-block pedestrian crossings. A fenced, undeveloped area located between Mission Boulevard and Dixon Street creates a 0.3 mile barrier to pedestrians from Valle Vista Avenue to Industrial Parkway. Several stretches along Mission Boulevard in the study area exceed 0.25 miles between intersections, which limits pedestrian access.

Nuestro Parquecito, a 0.4 mile linear park located next to the BART tracks on East 10th Street between Jefferson Street and Tennyson Road, provides a pleasant, pedestrian environment. However, the park ends in a cul-de-sac and direct pedestrian access is not provided to Tennyson Road or to the South Hayward BART Station. East-west pedestrian access is provided at Harder Road, Tennyson Road, Industrial Parkway West, and the Sorenson footbridge provides pedestrian access across the railroad and BART tracks in the project area.

Pedestrian and bicycle intersection volumes at five observed intersections near the BART station during the AM and PM peak hours are indicated in Table 4.7.2.

Table 4.7.2 Pedestrian and Bicycle Intersection Volumes

Intersection	Peak Hour	Pedestrians	Bicyclists
Mission Boulevard at Valle Vista Avenue	AM	10	2
	PM	10	3
Dixon Street at Industrial Parkway	AM	26	6
	PM	38	8
Dixon Street at Valle Vista Avenue	AM	42	29
	PM	71	31
Dixon Street at Tennyson Road	AM	38	2
	PM	18	7
Pacific Street at Tennyson Road	AM	95	11
	PM	47	14
Mission Boulevard at Tennyson Road	AM	19	3
	PM	17	4

Note: Intersection counts were conducted in November, 2005. Volumes indicated are based on peak one-hour counts within a two-hour observation period.

Source: Dowling Associates, 2006

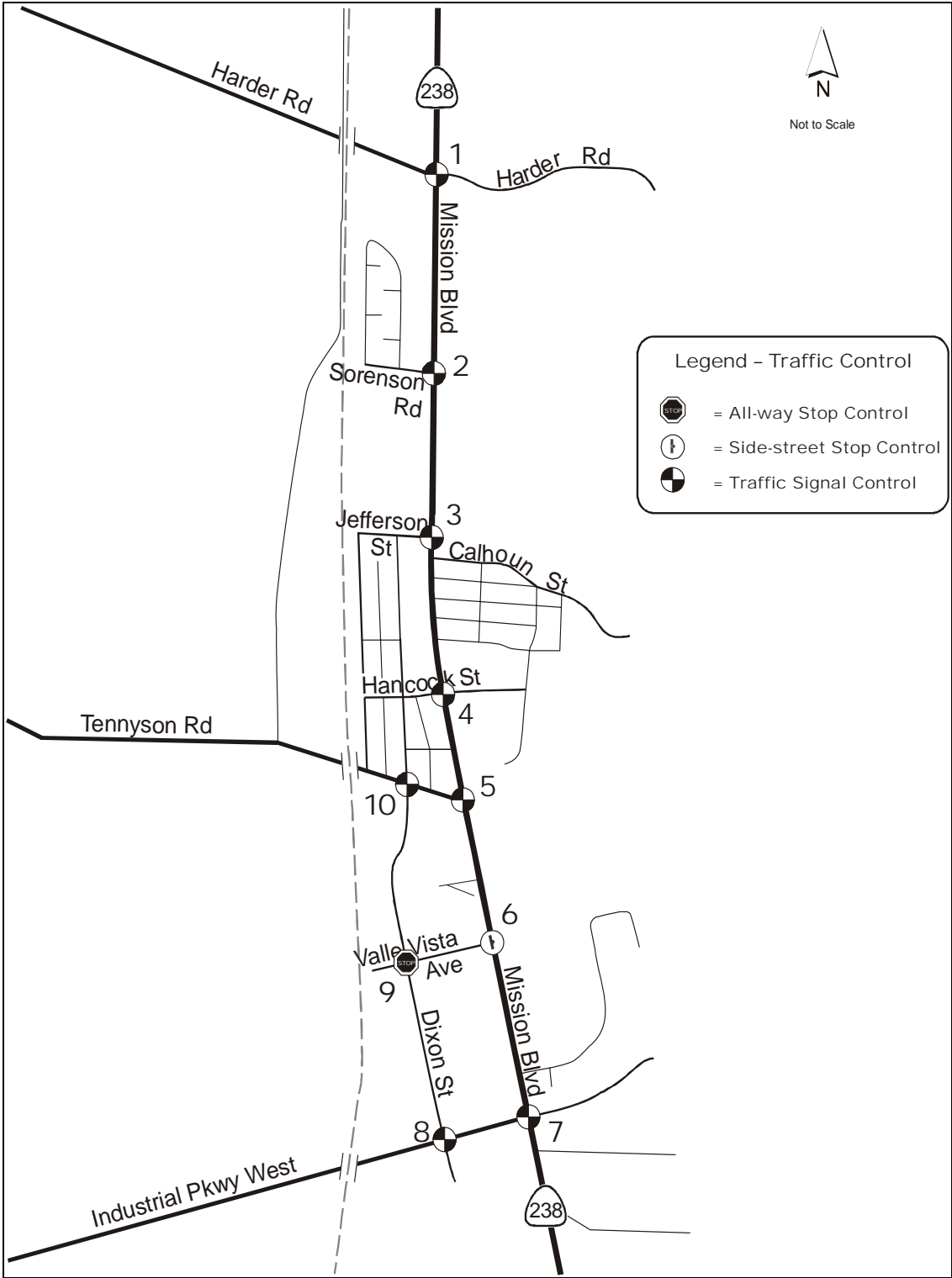
Traffic operations

A set of intersections was selected for study based upon the anticipated volume and distributional patterns of project traffic and known locations of operational difficulty. This selection was made in collaboration with City staff. The following intersections, shown in Figure 4.7.5, were studied:

1. Mission Boulevard at Harder Road
2. Mission Boulevard at Sorenson Road
3. Mission Boulevard at Jefferson Street-Calhoun Street
4. Mission Boulevard at Hancock Street
5. Mission Boulevard at Tennyson Road
6. Mission Boulevard at Valle Vista Avenue
7. Mission Boulevard at Industrial Parkway
8. Dixon Street at Industrial Parkway
9. Dixon Street at Valle Vista Avenue
10. Dixon Street at Tennyson Road

Mission Boulevard at the La Vista Quarry entry, a signalized intersection between Tennyson Road and Valle Vista Avenue, was not analyzed as part of this study because the intersection is temporary and will be removed by the time this project would be implemented.

Figure 4.7.5-Study Intersections Locations Map



Existing traffic volumes

Turning traffic volumes were counted at the study intersections during the AM and PM commuter periods (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.). Almost all of the study intersection counts on Mission Boulevard were taken from the State Route 238 Corridor Improvement Project Traffic Analyses report, published by Dowling Associates on January 22, 2004. The following four intersections were counted for this project at the beginning of November 2005:

6. Mission Boulevard at Valle Vista Avenue
8. Dixon Street at Industrial Parkway
9. Dixon Street at Valle Vista Avenue
10. Dixon Street at Tennyson Road

Existing turning traffic volumes are shown in Figure 4.7.6.

Level of Service concept

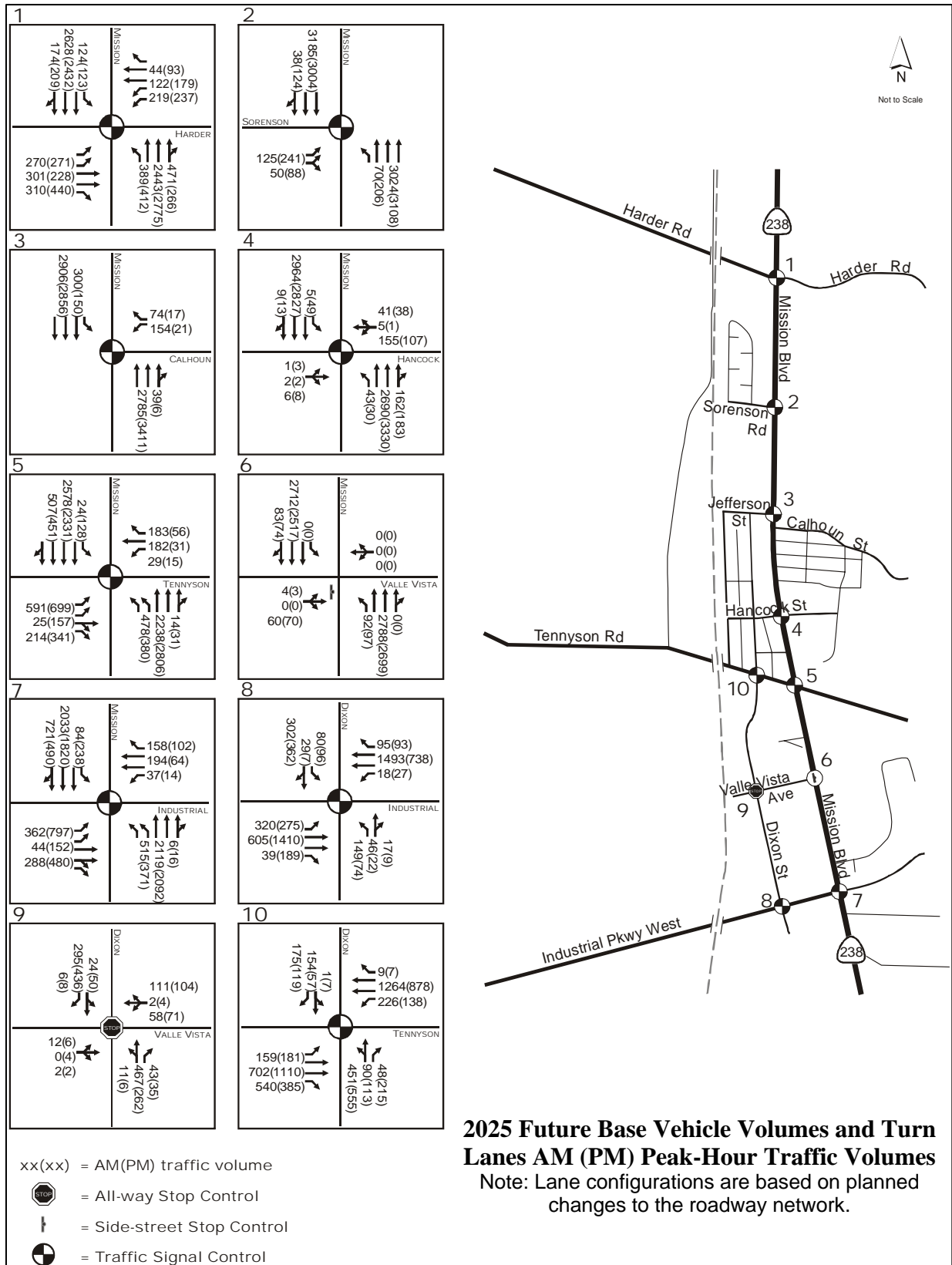
“Levels of service” describe the operating conditions experienced by motorists. Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of Service (LOS) "A" through "E" generally represent traffic volumes at less than intersection capacity, while LOS "F" represents over capacity and/or significant delays. The General Plan identifies LOS “D” as the goal for City’s intersections during peak commute hours. LOS “E” may be considered acceptable at intersections where mitigation would generate unacceptable impacts. The City requires intersection Level of Service (LOS) analysis to be conducted using the 1994 *Highway Capacity Manual* (HCM).

Signalized Intersections Analysis. Signalized intersection analyses were conducted using the operational methodology outlined in the *Highway Capacity Manual* (Transportation Research Board, Washington, D.C., 1994, Chapters 9 and 10), as required by the City of Hayward. This procedure calculates an average stopped delay per vehicle at a signalized intersection.

Unsignalized Intersections Analysis. Stop sign controlled intersections were analyzed utilizing the operational methodology outlined in the 2000 *Highway Capacity Manual* (Transportation Research Board, Washington, D.C., 2000, Chapter 17), due to correction of formula errors in the HCM 1994 method for unsignalized intersections.

Tables 4.7.3 and 4.7.4 illustrate the LOS for both signalized and unsignalized intersections.

Figure 4.7.6-Existing AM and PM Peak Hour Traffic Volumes



2025 Future Base Vehicle Volumes and Turn Lanes AM (PM) Peak-Hour Traffic Volumes
 Note: Lane configurations are based on planned changes to the roadway network.

**Table 4.7.3. 1994 Highway Capacity Manual Level Of Service Criteria
Signalized Intersections**

Level of Service (LOS)	Average Delay (seconds/vehicle)	Description
A	≤ 5	Very Low Delay: This level of service occurs when progression is extremely favorable and most vehicles arrive during a green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	$> 5 \text{ and } \leq 15$	Minimal Delays: This level of service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than at LOS A, causing higher levels of average delay.
C	$> 15 \text{ and } \leq 25$	Acceptable Delay: Delay increases due to fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level of service. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	$> 25 \text{ and } \leq 40$	Approaching Unstable Operation/Significant Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume / capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	$> 40 \text{ and } \leq 60$	Unstable Operation/Substantial Delays: These high delay values generally indicate poor progression, long cycle lengths, and high volume / capacity ratios. Individual cycle failures are frequent occurrences.
F	> 60	Excessive Delays: This level, considered unacceptable to most drivers, often occurs with oversaturation (that is, when arrival traffic volumes exceed the capacity of the intersection). It may also occur at high volume / capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

SOURCE: Transportation Research Board, *Highway Capacity Manual*, Washington, D.C., 1994, pages 9-6 and 9-7

**Table 4.7.4. 2000 Highway Capacity Manual Level of Service Criteria
Unsignalized Intersections**

Level of Service (LOS)	Average Delay (seconds/vehicle)	Description
A	≤ 10	Very Low Delay
B	> 10 and ≤ 15	Minimal Delays
C	> 15 and ≤ 25	Acceptable Delay
D	> 25 and ≤ 35	Approaching Unstable Operation and/or Significant Delays
E	> 35 and ≤ 50	Unstable Operation and/or Substantial Delays
F	> 50	Excessive Delays

SOURCE: *Highway Capacity Manual*, 2000, pages 17-2 and 17-32, Transportation Research Board, Washington, D.C.

Existing intersection levels of service

The existing AM and PM peak-hour operating conditions at the project area intersections are shown in Table 4.7.5.

Table 4.7.5 Intersection Levels of Service Using Highway Capacity Manual (HCM) - Existing Conditions

Intersection	Traffic Control	Peak Hour	LOS¹	Average Delay²
1 Mission Boulevard at Harder Road	Signal	AM	D	28.9
		PM	D	32.1
2 Mission Boulevard at Sorenson Road	Signal	AM	B	6.3
		PM	C	15.1
3 Mission Boulevard at Jefferson Street-Calhoun Street	Signal	AM	D	25.1
		PM	B	13.4
4 Mission Boulevard at Hancock Street	Signal	AM	A	4.2
		PM	B	5.6
5 Mission Boulevard at Tennyson Road	Signal	AM	C	20.0
		PM	C	20.6
6 Mission Boulevard at Valle Vista Avenue	Stop Sign	AM	D	29.0
		PM	C	20.0
7 Mission Boulevard at Industrial Parkway	Signal	AM	C	24.9
		PM	D	27.4
8 Dixon Street at Industrial Parkway	Signal	AM	B	12.3
		PM	B	10.5
9 Dixon Street at Valle Vista Avenue	All-Way Stop	AM	B	10.5
		PM	B	10.6
10 Dixon Street at Tennyson Road	Signal	AM	C	15.4
		PM	C	15.3

Source: TRAFFIX Dowling Associates, Inc., January, 2006.

Note: All signalized intersections were analyzed using the 1994 HCM and all stop-controlled intersections were analyzed using the 2000 HCM.

¹ LOS means Levels of Service, which is based on weighted average delay at signalized and all-way stop intersections, and the intersection leg with the weighted average worst delay at 2-way stop intersections.

² Intersection weighted average delay per vehicle in seconds

As indicated in Table 4.7.5, all of the signalized intersections are currently operating at LOS “D” or better in the AM and PM peak-hour. Using the 2000 HCM methodology, the two unsignalized intersections appear to be operating at acceptable levels of service. Additionally, these two unsignalized intersections do not meet minimum signal warrants.

Regulatory framework

The Circulation Element of the General Plan contains policies and strategies relating to regional traffic, promoting alternative transportation modes and improving local access and circulation.

Reduce the amount of Regional Through Traffic in the Hayward Area. (*Policy 1*)

- Support transportation plans that incorporate alternatives to automobile use. (*Strategy 2*)
- Coordinate transportation planning with regional agencies and adjoining jurisdictions. (*Strategy 4*)

Improve Mobility to Foster Economic Vitality. (*Policy 4*)

- Provide a safe and efficient transportation system for the movement of people, goods and services through and within Hayward. (*Strategy 1*)

Improve Coordination among Public Agencies and Transit Providers. (*Policy 5*)

- Consider needs of transit riders, pedestrians, people in wheelchairs, cyclists and others in long-range planning and review of development proposals. (*Strategy 1*)
- Promote effective intermodal connections at transit stations. (*Strategy 5*)

Encourage Land Use Patterns that Promote Transit usage. (*Policy 10*)

- Encourage transit-oriented development, where appropriate, encourage intensive new residential and commercial development within 1/2 mile of transit stations or 1/4 mile of major bus routes. (*Strategy 1*)
- Encourage mixed-use residential and commercial development to reduce the need for multi-destinational trips. (*Strategy 2*)
- Promote high density new residential development, including residential above commercial uses, near transit facilities, activity generators and along major arterials. (*Strategy 3*)
- Encourage alternatives to automobile transportation through development policies and provision of transit, bike and pedestrian amenities. (*Strategy 4*)
- Encourage design of development that facilitates use of transit. (*Strategy 6*)

Bicycle Master Plan

The City's *Bicycle Master Plan* (adopted in May 1997) provides an assessment of existing conditions, policy goals, a proposed network and implementation plan to enhance and improve the bicycling environment and encourage bicycle use in the City of Hayward. The key elements of the Master Plan are:

- Improve accessibility, directness, and continuity of the bicycle network for bicyclists at all levels, from beginner to advanced
- Reduce traffic conflicts
- Implement improvements with minimal cost
- Encourage policies that promote bicycle safety and use

Mission-Garin Neighborhood Plan

The following circulation policies and strategies are included in the Mission-Garin Neighborhood Plan

- Require phasing of development that is coordinated with transportation system management. (*Strategy 20*)
- Reduce local traffic by such means as requiring large residential developments to provide shuttle serve to BART and encourage other alternative transportation

measures such as bus route changes, construction of bike trails and provision of other pedestrian amenities. (*Strategy 22*)

Fairway Park Neighborhood Plan

The Fairway Park Neighborhood Plan, which includes the triangular area at the south end of the project area, contains the following goal relating to neighborhood character and appearance:

- Enhance the safety and efficiency of the circulation pattern and encourage alternative modes of transportation. (goal)

STANDARDS OF SIGNIFICANCE

The Circulation Element of the Hayward General Plan indicates as a policy that the City should, “Seek a minimum Level of Service D at intersections during the peak commute periods except when a LOS E may be acceptable due to costs of mitigation or when there would be other unacceptable impacts.”

For the purpose of this EIR, a traffic impact will be deemed significant if it results in a level of service (LOS) that exceeds either individually or cumulatively a level of service established by General Plan policy referenced above. However, because CEQA precludes consideration of costs when evaluating feasibility of mitigations, costs have not been considered in determining standards of significance in this section of the DEIR.

In addition, the Alameda County Congestion Management Agency (CMA) requires a separate analysis of the potential impacts of the project on the metropolitan transportation system. The routes to be studied include, but may not be limited to, I-880, Foothill Boulevard, Mission Boulevard, Harder Road, Tennyson Road, Industrial Parkway and Whipple Road, as well as BART and AC Transit. The CMA’s arterial level of service standard is LOS F. The CMA does not have a separate standard to determine a threshold of significance for the level of service, and such threshold is left to local jurisdictions’ judgment.

ENVIRONMENTAL IMPACTS

In order to evaluate the traffic impacts of the proposed project alternatives, each of the three land use scenarios, as well as the “No Project” scenario, were analyzed to determine levels of service (LOS) in 2025 for each of the 10 study intersections.

The Mission Boulevard/Valle Vista Avenue intersection, which is stop sign controlled in the existing conditions, was assumed to be signalized in 2025 for the purpose of this analysis.

Methodology

The City of Hayward traffic model was used to perform the traffic forecasts needed to determine the AM and PM intersection levels of service under each of the land use scenarios.

The resulting AM and PM peak hour turning volumes for each of the 10 study intersection for the Suburban, Blended and Urban Alternatives are shown in Figures 4.7.7, 4.7.8 and 4.7.9. This model is consistent with the Alameda County Congestion Management Agency (ACCMA) model, with the exception that the Route 238 (Hayward) Bypass was removed from the network and was replaced with the Route 238 Corridor Improvement Project, which is currently undergoing environmental analysis and which has been amended into the 1986 Alameda County Transportation Authority Expenditure Plan. This substitution was made with the concurrence of ACCMA staff. The Route 238 Corridor Improvement Project is included as a baseline assumption in each of the land use scenarios studied in this EIR, and is, in fact, integral to the implementation of the South Hayward BART project. In the project area, this means that Mission Boulevard was analyzed with three travel lanes in each direction during the AM and PM peak commute hours.

In addition to the Route 238 adjustment, the base model was also adjusted under each of the proposed scenarios to better represent what is to be expected in a transit oriented development. Given the proposed higher density development, particularly in the traffic zones closest to the BART station, certain modal split assumptions were adjusted. In the two traffic zones directly adjacent to the South Hayward BART station, recognition was given to greater transit usage involving home to work trips. Therefore, transit usage assumptions were increased to 35% from the model rate of 17%. Similar recognition of greater transit usage was given to the two traffic zones north and south of the BART station area, resulting in an assumed transit mode share of 15%. In all other traffic zones, the standard transit mode share for Hayward of approximately 7% was not modified. These adjusted mode splits are consistent with the splits assumed in other similar smart growth developments in proximity to transit centers.

Figure 4.7.7-Suburban Alternative AM and PM Peak Hour Traffic Volumes

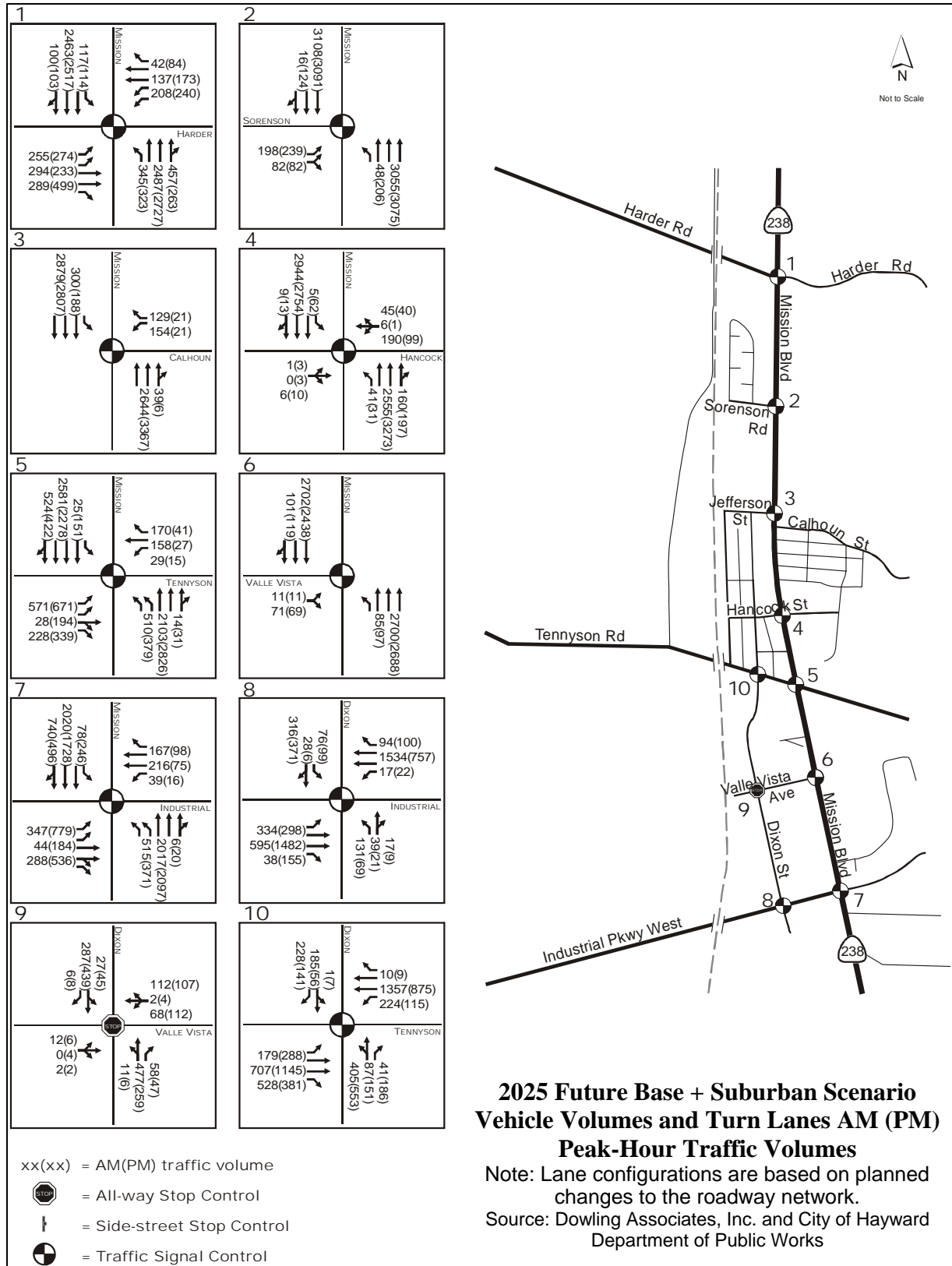


Figure 4.7.8-Blended Alternative AM and PM Peak Hour Traffic Volumes

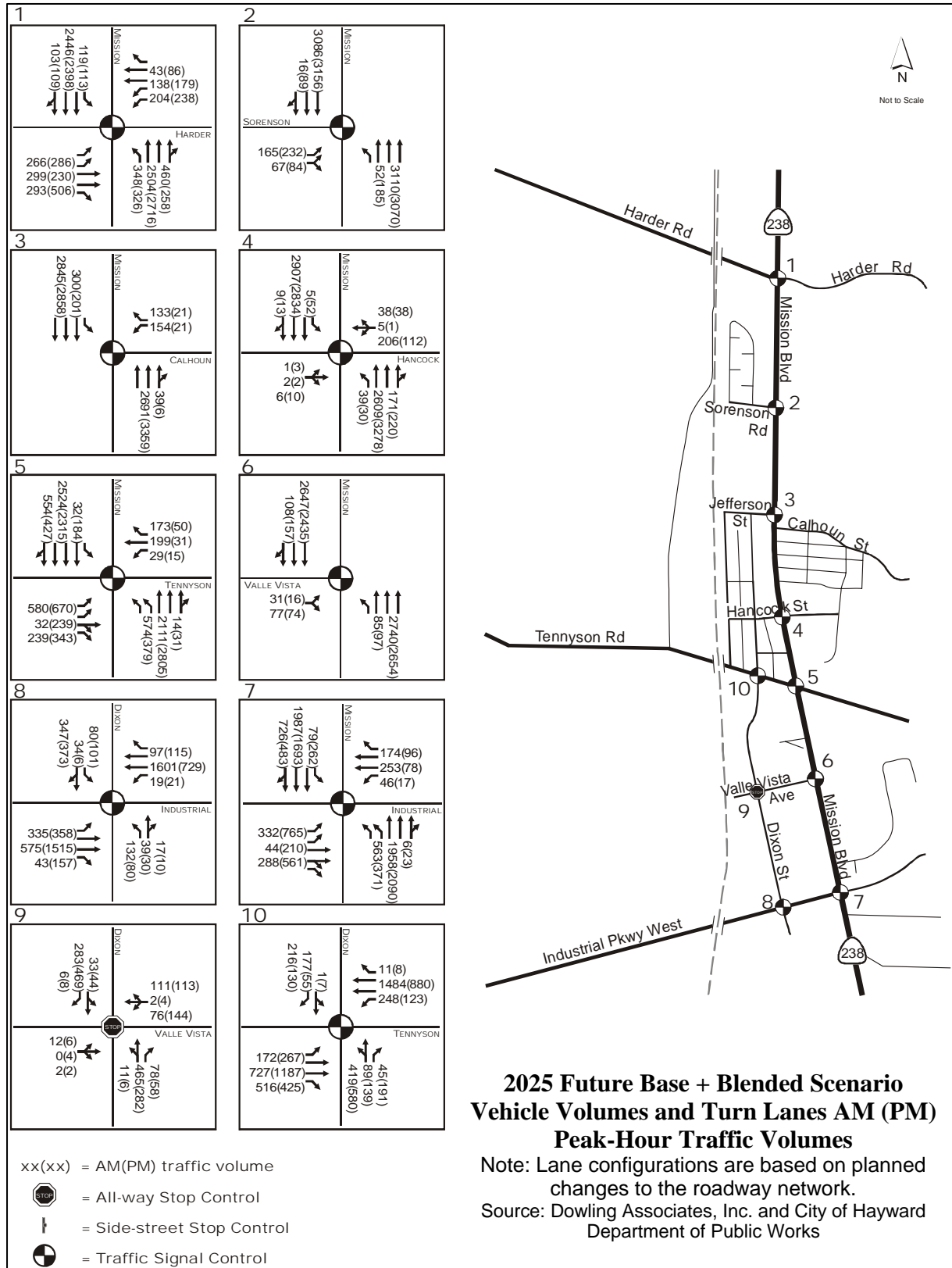
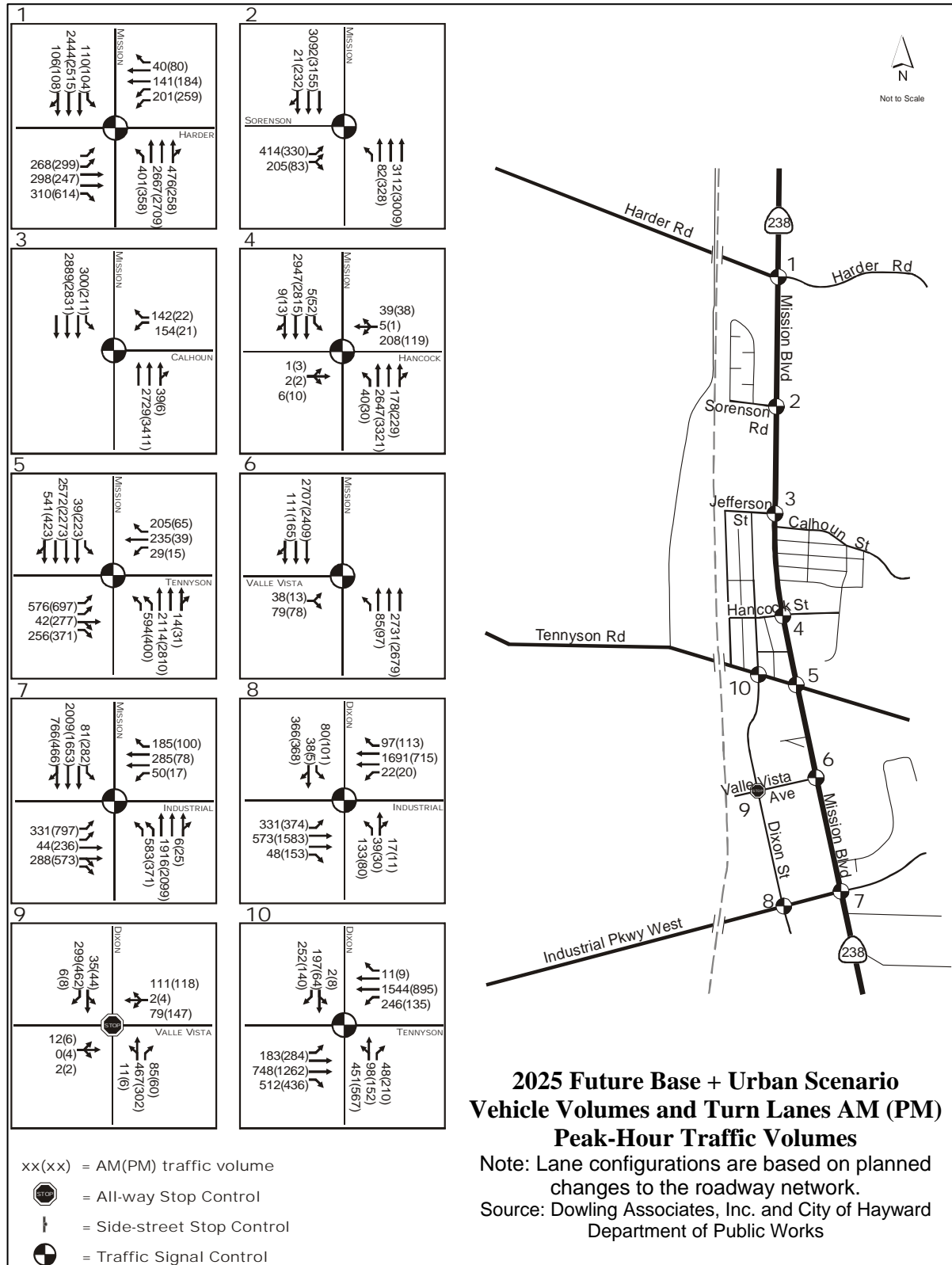


Figure 4.7.9-Urban Alternative AM and PM Peak Hour Traffic Volumes



Results of the Level of Service Analysis

Projected 2025 LOS for the No Project, Suburban, Blended and Urban land use scenarios are shown in Table 4.7.6.

No Project

In the No Project scenario (reflecting development consistent with the existing General Plan), each of the study intersections is projected be operating at LOS D or better.

Suburban

In the Suburban land use scenario, although there are some slight increases in seconds of average delay over the No Project scenario, all study intersections also are projected to be operating at LOS D or better.

Blended

Similarly, in the Blended land use scenario, there are some slight increases in seconds of average delay over the No Project scenario; however, the Dixon Street/Tennyson Road intersection is projected to operate at LOS E in the AM peak. This would represent a *potentially significant impact*.

Urban

In the Urban land use scenario, four intersections have projected levels of service worse than LOS D. The Dixon Street/Tennyson Road intersection is projected to operate at LOS F in the AM. Also, the Mission Boulevard/Harder Road intersection is projected to operate at LOS E in the PM. Finally, the intersections of Mission Boulevard/Tennyson Road and Mission Boulevard/Industrial Parkway are projected to operate at LOS E in the AM. These impacts under the Urban scenario could be considered *potentially significant impacts*.

Table 4.7.6 - 2025 Future Intersection Level of Service Summary

Intersection	Traffic Control	Peak Hour	2025 No-Project		Suburban Scenario		Blended Scenario				Urban Scenario			
			LOS	Delay	2025		2025		Mitigated		2025		Mitigated	
					LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 Mission Boulevard & Harder Road	Signal	AM	D	36	D	29	D	29			D	33		
		PM	D	34	D	36	D	38			E	60		
2 Mission Boulevard & Sorenson Road	Signal	AM	B	7	B	9	B	8			C	23		
		PM	C	15	C	16	B	14			D	38		
3 Mission Boulevard & Jefferson St-Calhoun St	Signal	AM	B	14	B	14	B	14			B	14		
		PM	B	6	B	7	B	7			B	8		
4 Mission Boulevard & Hancock Street	Signal	AM	B	10	B	11	B	12			B	12		
		PM	B	9	B	9	B	9			B	10		
5 Mission Boulevard & Tennyson Road	Signal	AM	D	32	D	32	D	37			E	44		
		PM	D	27	D	27	D	29			D	34		
6 Mission Boulevard & Valle Vista Avenue	Signal (3)	AM	A	2	A	2	A	3			A	3		
		PM	A	2	A	2	A	3			A	3		
7 Mission Boulevard & Industrial Parkway (2)	Signal	AM	D	36	D	37	D	39			E	44	D (2)	36
		PM	D	38	D	37	D	36			D	38	D (2)	33
8 Dixon Street & Industrial Pkwy	Signal	AM	C	15	C	16	C	17			C	19		
		PM	B	13	B	13	B	14			B	13		
9 Dixon Street & Valle Vista Avenue	All-Way Stop	AM	C	16	C	17	C	16			C	17		
		PM	C	16	C	17	C	21			C	21		
10 Dixon Street & Tennyson Road (1)	Signal	AM	D	36	D	29	E	46	D (1)	30	F	71	D (1)	39
		PM	C	23	C	22	D	27	C (1)	22	D	30	C (1)	23

Notes:

LOS = Level of Service; Delay = Average Delay per Vehicle in seconds

Unsignalized intersections were analyzed using HCM 2000 method. All other intersections were analyzed using HCM 1994.

(1) At Dixon & Tennyson, provide NB & SB left-turn lanes. Modify the traffic signal to provide for protected-permissive NB left turns and permissive SB left turns.

(2) At Mission & Industrial modify the traffic signal to provide EB & WB right-turn overlap phases. This will require prohibiting NB & SB U-turns.

(3) Traffic signal is assumed to be installed by 2025.

Impact 4.7-1 (LOS at Dixon Street/Tennyson Road). The proposed land use densities near this intersection under the Blended and Urban scenarios result in LOS E and F, respectively, at this intersection in the 2025 AM peak period.

The following mitigation measure is recommended to reduce the impact at this location to a less-than-significant level.

Mitigation Measure 4.7-1 (LOS at Dixon Street/Tennyson Road). Provide northbound and southbound left turn lanes and modify the traffic signal at Dixon Street/ Tennyson Road to provide for protected-permissive northbound left turns and permissive southbound left turns. This mitigation will improve the LOS to D in the AM peak under both the Blended and Urban scenarios.

The proposed land use densities in the vicinity of Harder Road under the Urban scenario would result in LOS E at this intersection in the 2025 PM peak period. To achieve LOS D at the Mission Boulevard/Harder Road intersection under the Urban scenario would require right-of-way acquisition, which would result in unacceptable impacts. Therefore, per General Plan policy, the resulting LOS E for the Mission Boulevard/Harder Road intersection would be considered acceptable under the Urban scenario and therefore, no mitigation is required.

The proposed land use densities in the vicinity of Tennyson Road under the Urban scenario would result in LOS E in the 2025 AM peak period. To achieve LOS D at the Mission Boulevard/Tennyson Road intersection under the Urban scenario would require right-of-way acquisition, which would result in unacceptable impacts. Therefore, per General Plan policy, the resulting LOS E for the Mission Boulevard/Tennyson Road intersection would be considered acceptable under the Urban scenario and therefore, no mitigation is required.

Impact 4.7-2 (Level of Service (LOS) at Mission Boulevard/Industrial Parkway). The proposed land use densities along the Mission Boulevard corridor under the Urban scenario would result in LOS E at this intersection in the 2025 AM peak period.

The following mitigation measure is recommended to reduce the impact at this location to a less-than-significant level.

Mitigation Measure 4.7-2 (Level of Service (LOS) at Mission Boulevard/Industrial Parkway). Modify traffic signal to provide eastbound and westbound right turn overlap phases. This will require prohibiting both northbound and southbound U-turns and will improve the LOS to D in the 2025 AM peak period at the Mission Boulevard/Industrial Parkway intersection.

Public Transit Systems

The project will have a positive effect on public transit by providing the type of development that will encourage transit and therefore will have a less than significant impact on Public Transit.

Past studies have shown a direct relationship between housing located near public transit stations and public transit usage. The South Hayward BART/Mission Boulevard Concept Plan prepared by Nelson/Nygaard (2/05) noted that the highest rail mode share was located in the areas immediately at the BART station. Moreover, a previous survey conducted by the City of Hayward of the housing in downtown Hayward showed that about one-third of the adult respondents used BART on a regular basis for commuting purposes.

By 2025, the capacity of BART is expected to significantly increase with the implementation of the BART to San Jose line, as well as potentially other lines that are currently being planned. The implementation of the recommended project will have the potential to generate many new BART riders which can be accommodated by the existing and planned BART improvements. These riders can generate significant revenue for BART without increasing operating costs. Thus, the implementation of the recommended project will have a positive impact on BART.

With respect to AC Transit, it is estimated that approximately seven percent of the adult residents in the Downtown Hayward area use the bus (largely AC Transit) on a regular basis. The Nelson/Nygaard report notes that many of the routes serving the South Hayward BART area low productivity routes and have ample capacity to add new riders. The current frequency of AC Transit along Mission Boulevard is 30 minutes, but, since AC Transit's Service Deployment Plan relates service improvements, such as increased headways to increases in densities, the implementation of the South Hayward BART Concept Plan will provide greater opportunities to provide for additional AC Transit capacity that will be able to accommodate any new riders generated by the development.

Consequently, the overall impact on public transit will be positive.

Bicycle and Pedestrian Systems

Under all of the alternatives, pedestrian and bicycle connections and enhancements are identified, including an enhanced pedestrian/bicycle corridor along Dixon Street between Tennyson Road and Industrial Parkway and creation of new pedestrian/bike paths along future development east of Dixon Street by the BART property and south of Valle Vista Avenue. Also, the Draft Concept Design Plan encourages future exploration of the feasibility of creating a new north-south pedestrian/bike connection over Tennyson Road along the BART tracks platform, as well as a regional multi-use path along the Union Pacific Railroad right-of-way, parallel and west of the BART tracks. Therefore, the effects of the project will be positive and have less than a significant impact on bicycle and pedestrian systems.

Parking Resources

Although the project would result in enhanced transit use via transit-oriented development that may lead to enhanced transit services, impacts on parking in the project area may be impacted due to additional demands for parking related to increased densities and reduced parking ratios typical of transit-oriented developments. Residents and visitors to the project area may park on local streets adjacent to the project area. Also, BART is considering a reduction in BART

replacement parking associated with future redevelopment of its property around the station, which may result in increased on-street parking during weekdays.

Impact 4.7-3 (parking resources impacts). The proposed land use densities in the project area, as well as potential for reduced BART replacement parking and reducing parking ratios for residential development projects could result in *potentially significant impacts* related to parking resources available to other users of on street parking or access to businesses.

The following mitigation measure is recommended to reduce this impact to a less-than-significant level.

Mitigation Measure 4.7-3 (parking resources impacts). Detailed parking studies will be required of future developments in the project area to ensure impacts of development on parking resources will be less than significant. If determined to be necessary as a result of such studies, mitigation measures will be required to be implemented.

Cumulative Traffic Impacts

As noted in the City of Hayward's adopted General Plan and related certified EIR, implementation of the General Plan policies and strategies, such as implementation of "smart growth" policies, will reduce the City's contribution to traffic growth to a less-than-significant level. However, it is likely that some roadways will continue to operate at less than acceptable levels of service due to physical constraints, funding limitations and regional growth patterns. Therefore, the cumulative traffic impacts anticipated by the South Hayward BART project are expected to be *significant and unavoidable*.

Preliminary Congestion Management Program (CMP) analysis for this project shows that in 2025, even under the "No Project" scenario, many of the major arterial links in the study area will operate at unacceptable levels of service (LOS F [V/C>1]). Although the City has identified mitigations for each of the significantly impacted intersections in the study area, there is the possibility that some links will still show unacceptable levels of service with the implementation of the project. The Congestion Management Agency's (CMA) major arterial level of service standard is F, but the CMA does not have an adopted threshold to determine when an impact is deemed significant.

As the General Plan EIR notes, regional through traffic accounts for 25 to 30 percent of the peak hour trips on some major arterials, so the City's ability to mitigate this traffic through land use planning is limited.

Impact 4.7-4 (cumulative traffic impacts). Some roadways in the Hayward area will continue to operate at less than acceptable levels. Therefore, cumulative traffic impacts anticipated by the South Hayward BART project are expected to be *potentially significant*.

Mitigation Measure 4.7-4 (cumulative traffic impacts). As noted in the City of Hayward's adopted General Plan and related certified EIR, implementation of the General Plan

policies and strategies, such as implementation of “smart growth” policies, will reduce the City’s contribution to traffic growth to a less-than-significant level. However, due to physical constraints, funding limitations and regional growth patterns, cumulative traffic impacts anticipated by the South Hayward BART project are expected to be *significant and unavoidable*.

4.8 UTILITIES AND PUBLIC SERVICES

ENVIRONMENTAL ISSUES

This section of the DEIR discusses capacities of utility systems, including water and sanitary, and provision of community services, including fire and police services.

ENVIRONMENTAL SETTING

Water demand and supply

The City of Hayward provides water service to residential, commercial and industrial users within most of the incorporated area of the City. The City owns and operates a water distribution system, including transmission lines, storage tanks, pump stations and water turnouts. Water is purchased on a wholesale basis from the San Francisco Public Utilities Commission (SFPUC). Water is delivered to the City via two aqueducts that have a maximum gravity capacity of 32 million gallons per day. Using booster pumps on each of the transmission mains, the capacity could exceed 50 million gallons per day.

The City of Hayward has a contract with the SFPUC to allow purchase of water to meet Hayward's demand, within the ability of the SFPUC to deliver water supplies. In FY 2004-05, the average daily demand was 18.5 million gallons.

According to City staff, the present water distribution system provides sufficient water supply and pressure to serve existing needs with reserve capacity to accommodate peak demand, fire protection and other emergencies. Emergency water supply is available from Alameda County Water District and East Bay Municipal Utility District (EBMUD).

The City of Hayward has adopted a water efficient landscape ordinance that will assist in minimizing future water use for irrigation for new landscape associated with new development.

Wastewater collection, treatment and disposal

The City of Hayward is responsible for collection and treatment of wastewater within the community. The City maintains underground sewer lines within and adjacent to the project area. Sewage is collected and transported via major trunk sewers to the City's wastewater treatment plant located at the terminus of Enterprise Avenue in western Hayward. The plant currently treats an estimated 13.5 million gallons of sewage per day (mgd) and has a rated capacity of 16.5 mgd. Any additional wastewater generated as a result of the project should be well within the rated capacity of the plant.

Treated effluent from the plant is disposed of in San Francisco Bay through East Bay Dischargers Authority deep outfall facilities.

Fire service

Fire and emergency medical service to the project area is provided by the City of Hayward Fire Department, which provides fire prevention, fire suppression, emergency medical, hazardous materials response and related services to the entire City. The Department employs a staff of 148 with 62 firefighters certified as paramedics. Hayward Fire Department staff responds to approximately 13,000 calls for service per year. Nine operating stations are maintained by the Department, which house eleven fire companies. These consist of nine engine companies, which are first responders and provide fire suppression, and two truck companies that provide structural entry, ventilation, laddering and rescue operations as well as medical response.

Fire stations nearest the project area includes Fire Station #2, which serves the northerly portion of the project area, Fire Station #7, which serves the central portion of the project area and Fire Station #3, serving the southerly portion of the project area. Station #2 has one engine company with three firefighters, Station #7 has one engine company and one truck company with three firefighters each and Station #3 has one engine company with three firefighters.

Response time criteria for emergency calls for service include a response of five minutes for arrival of the first engine company to a call, an arrival time of seven minutes for the first truck company and the arrival of the balance of fire personnel within ten minutes.

Police service

The City of Hayward Police Department provides police protection services within the community, including crime prevention, investigation services, traffic control and animal control services to City residents.

Services are provided out of the main headquarters facility located at 300 Winton Avenue. The Department maintains a staff complement of 205 sworn officers. The Department also maintains a variety of vehicles and support equipment.

Regulatory framework

The Public Utilities and Services Chapter of the Hayward General Plan contains the following applicable policies and strategies:

Emergency Response and Preparedness

The City will seek to maintain an appropriate level of emergency response commensurate with the needs of its residents and businesses. (*Policy 1*)

- Maintain a well trained and equipped fire suppression force commensurate with the level of risk to life and property from fire. (*Strategy 2*)

The City will promote disaster preparedness at both the citizen and governmental levels. (*Policy 3*)

Public Utilities

Public facilities will be maintained and operated in a manner that protects and enhances the environment. (*Policy 4*)

Mission-Garin Neighborhood Plan

The following strategies and standards are included in the Mission-Garin Neighborhood Plan related to public services and facilities

- Consider the ability of police and fire departments to provide services to the study area when considering development proposals. (*Strategy 34*)
- Reevaluate design and capacity of proposed water systems improvements to be consistent with the development potential allowed in the Preferred Land Use Alternative. (*Strategy 35*)

Fairway Park Neighborhood Plan

The Fairway Park Neighborhood Plan contains the following goal and applicable strategies relating to public safety:

- Increase all levels of service, including but not limited to all response times and actively support awareness of public safety in the neighborhood. (*Goal*)
- Encourage posting of Neighborhood Alert signs at entrances to the community and other strategic locations. (*Strategy 4*)
- Retain Fire Station #3 and maintain the current level of service, including response times for second and third truck arrivals to the neighborhood. (*Strategy 9*)

STANDARDS OF SIGNIFICANCE

The proposed project impacts would be considered significant if they would result in:

- a substantial adverse physical impact associated with the provision of or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable response times or other performance objectives for police or fire protection;
- the construction of new water or wastewater treatment facilities or the expansion of existing facilities, with potential to cause significant environmental impacts;
- the violation of wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board;
- substantial adverse physical impacts associated with the provision of or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable response times or other performance objectives for other public facilities.

ENVIRONMENTAL IMPACTS

The following environmental impacts are anticipated should the project be approved.

Water demand

Implementation of the proposed project and construction of additional dwellings would increase demand for water for domestic and fire fighting purposes. Table 4.8.1 includes estimates for future water demand based on average residential usage rates as supplied by City staff anticipated for the three Concept Alternatives. Actual water demand could be less than shown on the following table, since a deduction for water use by existing non-residential uses has not been taken.

Table 4.8.1. Estimated Average Day Residential Water Demand (gallons per day)

Concept Alternative	Net Increase in Dwellings	Average Water Use Rate (gallons per day) ⁽¹⁾	Estimated Water Demand (gallons per day)
Suburban (mid-point)	1,886	210-400	488,975
Blended (mid-point)	2,427	210-400	571,615
Urban (mid-point)	3,707	210-400	824,265

(1) Water Use Rates provided by Hayward Utilities Division and assumes all units would be condominiums or apartments with a use rate of 210 gpd, with the exception of units associated with the High Density or Medium Density Residential land use categories, which are assumed to be townhomes and single-family detached units with use rates of 275 and 400 gpd respectively. Such unit assumptions are consistent with those of the "South Hayward BART/Mission Blvd. Concept Plan: Fiscal Analysis of Four Development Scenarios," by Strategic Economics, dated January 11, 2006.

In addition to the above, the anticipated net addition of 67,789 square feet of commercial development at the General Plan mid-point of the Urban Concept alternative would generate an estimated 17,625 gallons of water per day. This is based on a factor of 260 gallons per square feet per 1,000 square feet of non-residential development as determined by the City of Hayward Utilities Division. The Suburban and Blended Concept Alternatives would result in a net reduction of commercial square footage, which is assumed to not require additional non-residential water usage above what exists today.

Based on the above table, approval and implementation of the proposed project would result in the need for the City to provide an estimated 488,975 to 841,890 gallons of potable water per day to serve the amount of residential and commercial development envisioned in the concept alternatives. According to the information provided by the Hayward Utility Division staff, the City's 2005 Urban Water Management Plan has assumed water capacity to serve up to 5,000 dwellings in the project area, which is greater than the number of dwellings that could be constructed under the Urban Concept alternative. Therefore, the need for the City to provide sufficient water per day for implementation of the Urban Concept alternative would be *less-than-significant*, since such demand would be less than that anticipated in the City's Urban Water Management Plan for the project area.

If the proposed project is approved, individual development proposals will be reviewed by the City of Hayward to ensure that an adequate water supply, both quantity and pressure, is provided to future individual developments. Individual project developers may be required to provide replacement or upgraded local water systems as determined by the City of Hayward.

Based on discussions with City staff, information presented above fulfills the responsibility of the City under Government Water Code Section 10910 et. seq. to use the local urban water management plan as a source document in amending the General Plan.

Wastewater generation and treatment

Wastewater generation would be increased should the proposed project be approved and implemented, primarily due to an increase in domestic water use. Table 4.8.2 summarizes the anticipated wastewater generation for each of the land use concept alternatives. Wastewater generation does account for existing dwelling units within the project area, but does not account for existing wastewater generation by non-residential dwellings within the project area.

Table 4.8.2. Estimated Average Day Residential Wastewater Generation (gallons per day)

Concept Alternative	Net Increase in Dwellings	Average Wastewater Generation (gallons per day) ⁽¹⁾	Estimated Wastewater Generation (gallons per day)
Suburban (mid-point)	1,866	187-210	315,025
Blended (mid-point)	2,427	187-210	475,118
Urban (mid-point)	3,707	187-210	708,538

(1) Wastewater Generation Rates provided by Hayward Utilities Division and assumes all units would be condominiums or apartments with a generation rate of 187 gpd, with the exception of units associated with the High Density or Medium Density Residential land use categories, which are assumed to be townhomes and single-family detached units, respectively, with generation rates of 210 gpd. Such unit assumptions are consistent with those of the "South Hayward BART/Mission Blvd. Concept Plan: Fiscal Analysis of Four Development Scenarios," by Strategic Economics, dated January 11, 2006.

In addition to the above, the anticipated net addition of 67,789 commercial square feet of development at the General Plan mid-point in the Urban Concept Alternative would generate an estimated 4,527 gallons of wastewater per day. This is based on an estimated 800 gallons per acre of non-residential square feet as determined by the City of Hayward Utilities Division. This calculation assumes a floor area ratio of 0.275 for non-residential development, which is the mid-point of the range of floor area ratios assumed for commercial square foot development. Again, the Suburban and Blended Concept Alternatives would result in a net reduction of commercial square footage, which is assumed to not generate any additional non-residential wastewater above what exists today.

Based on the above table, the City could expect an estimated increase of 713,065 gallons of untreated wastewater based on anticipated development under the Urban Concept Alternative. The effluent would be treated at the City's wastewater plant, which has a maximum dry weather treatment capacity of 16.5 million gallons per day (mgd). Presently, the plant treats an average of 13.5 mgd. The anticipated increase of up to 713,065 mgd could be accommodated at the City's wastewater treatment plant with *no significant impact*.

Should this project be approved by the City of Hayward, future individual development projects will be reviewed by the Hayward Utilities Division staff to ensure that wastewater pipes and related facilities would be adequate to transport effluent from the project site to the treatment plant. Individual project developers may be required to replace or upgrade wastewater collection facilities as determined by the City of Hayward.

Fire services

Construction of new residential development could increase the risk of fire to future residents and visitors by adding new dwelling units within the project area. The number of calls for service for medical emergencies would also increase, based on a higher resident population. Impacts to the Fire Department would be greater under the Urban Concept Alternative, which would have the greatest number of dwellings and residents. Lesser impacts would result from the other two concept alternatives, which would have fewer dwellings and residents.

Implementation of the proposed project would result in additional dwellings, including taller structures, ultimately requiring additional personnel and other resources. There would also be increased vehicular traffic along Mission Boulevard, a major route used for emergency apparatus.

Impact 4.8-1 (fire services). Approval of the proposed project with any of the proposed alternative concept plans could represent a significant impact to the Hayward Fire Department, since the amount of future development, including both the number of dwellings and anticipated taller structures, could not be served by existing department resources and facilities (*significant impact and mitigation is required*).

Adherence to the following measure would mitigate the above impact to a less-than-significant level.

Mitigation Measure 4.8-1 (fire services). If the City determines new or replacement equipment is needed, future developers shall:

- a) Pay a fair share contribution to the City of Hayward to finance the acquisition of equipment to serve proposed developments, including those associated with mid to high rise structures (3 to 7 stories); and
- b) Pay a fair share contribution to the City of Hayward to finance the acquisition of traffic pre-emption devices along Mission Boulevard, as determined by the Hayward Fire Chief, to ensure emergency equipment can access new construction in the project area.

As noted above, additional personnel would be required for the project alternatives. The City would therefore need to make annual budgetary adjustments to provide adequate staffing or seek funding for such staffing through various mechanisms, based on a project-specific analysis of impacts.

Police services

Approval of the proposed project would result in incremental increase in calls for service to the Police Department. Impacts to the Department would be the greatest under the Urban Concept Alternative, which includes the highest number of dwelling units and resident population. The number of calls for service are assumed to increase, commensurate with the rate of population increase. Impacts to the Department could be *significant* under any of the concept alternatives, since current staffing and equipment may not be adequate to accommodate increased service calls.

Impact 4.8-2 (police services). Approval of the proposed project with any of the proposed alternative concept plans could represent a significant impact to the Hayward Police Department, since the amount of future development and resulting calls for service may not be adequately served by existing department resources and facilities (*significant impact and mitigation is required*).

Adherence to the following measure would mitigate the above impact to a less-than-significant level.

Mitigation Measure 4.8-2 (police services). If the City determines new or replacement equipment is needed, future developers shall pay a fair share contribution to the City of Hayward to finance the acquisition of such equipment, including, but not limited to vehicles.

As noted above, additional personnel would be required for the project alternatives. The City would therefore need to make annual budgetary adjustments to provide adequate staffing or seek funding for such staffing through various mechanisms, based on a project-specific analysis of impacts.

4.9 SCHOOLS AND PARKS

ENVIRONMENTAL ISSUES

This section of the EIR discusses potential impacts to parks, libraries and school facilities.

ENVIRONMENTAL SETTING

Parks

The Hayward Area Recreation and Park District (HARD) provides local and community park and recreational facilities for use and enjoyment by local residents. HARD is an autonomous special district. Its boundaries include lands within the City of Hayward as well as the unincorporated areas of Fairview, Cherryland, San Lorenzo and Castro Valley.

Recreational facilities currently maintained by HARD near the project area, as shown in Figure 4.9.1, include:

- Fairway Greens Park is located at 30504 Vanderbilt Street, adjacent to Treeview School. This facility contains approximately 3 acres of land and provides a barbecue and picnic area, play area and tot play area.
- Stonybrook Park is located at the intersection of Woodland Avenue and Vanderbilt Street. This is a 4-acre park developed with three tennis courts, a barbecue and picnic area and a play area. On-site vehicle parking is also provided.
- Sorensdale Park is located at 275 Goodwin Street west of Mission Boulevard and south of Harder Road. The park and recreation center are located on 4.78 acres. The recreation center is an old elementary school which provides services to special need adults. The park has 4 little league fields, snack bar restroom building, play area, half court basketball court, picnic areas, barbecues and horse shoe pits. On-site vehicle parking is also provided.
- Valle Vista Park is located at 381 Valle Vista Avenue, west of Mission Boulevard. The facility consists of one acre that offers picnic tables, a play area and a half court basketball court.
- Mission Hills of Hayward Golf Course, located off of Industrial Parkway near Mission Boulevard, is an executive nine-hole course, which is owned by the City and operated by HARD.

The Nuestro Parquesito Park also extends along the westerly portion of the project area. The park is 2.6 acres and is located between East 10th Street and the BART tracks. The linear park has a play area, picnic tables, barbecue, and a basketball court.

Garin Regional Park also exists east of the project area on hillsides at higher elevations from the project area. This facility is owned and maintained by the East Bay Regional Park District, an independent agency which is responsible for providing larger regional park and recreation facilities in Alameda and Contra Costa Counties. Garin Regional Park offers a wide range of recreational features, including those related to hiking and equestrian use and an interpretive center and contains approximately 3,000 acres of land.

HARD organizes and implements a wide range of year-around recreational programs for local residents of all ages. Programs and activities are made available at various locations of the City, but primarily at local parks and playgrounds. HARD operated a community center at the Bidwell School site until Bidwell School was reopened to help accommodate increasing enrollment at Treeview School.

Hayward currently requires subdividers to dedicate land to construct new parks or pay in-lieu fees to the City for the acquisition and development of parks within the City. Hayward's standard for land dedication is 5 acres of parkland per 1,000 population. Maintenance of parkland is the responsibility of HARD.

The City currently charges in-lieu fees of \$11,953 for each new single-family detached residence, \$11,395 for each new single-family attached residence (e.g., townhomes and condominiums) and \$9,653 for each new multiple family residence (e.g., rental apartments) constructed in the District to assist in funding additional parkland and park facilities. Fees are levied at the time building permits are issued and collected prior to issuance of Certificate of Occupancy.

District-wide park standards have been established by HARD. These include 1.5 acres of local and school parks per 1,000 residents, 6 acres of community-level parks per 1,000 residents and 2.5 acres of "other" facilities, such as community centers and special use facilities, per 1,000 population. Parkland goals also call for 26 acres of regional parkland per 1,000 residents. The District also promotes the development of trails and linear greenways to provide connections between District facilities.

HARD is presently updating the District Master Plan. The Master Plan sets forth the District's present vision for managing District facilities for the next 15 years while providing specific policies and standards to guide the day-to-day actions of the District. The standards remain the same in the draft Master Plan.

The draft Master Plan notes that several existing parks within Hayward are of less than ideal size and, on a community basis, the ratio of parkland to population falls under the District's standards for parklands. However, most of the City of Hayward is well served in terms of most of the residential neighborhoods being within relatively close proximity to a local or community park. Moreover, the City has a significant amount of regional parks and special use facilities that provide community-wide benefits.

The draft Master Plan identifies the Mission Boulevard/South Hayward BART station area as a portion of the community that could be subject to change through revitalization efforts that are

anticipated to include the development of high-density housing, resident-serving commercial uses and similar development. Recommended Strategy H-13 contained in the Draft Plan directs the District to work with the City and private developers to ensure that park and recreation facilities are developed to support existing and planned development in this portion of the city.

Schools

The Hayward Unified School District (HUSD) provides K through 12 educational services to the City of Hayward and the project area. Schools nearest the project site with their respective enrollments are shown in Table 4.9.1 and Figure 4.9.1. The District is presently preparing an updated Facilities Study that encourages the District to consolidate schools, which would result in a fewer number of larger schools.

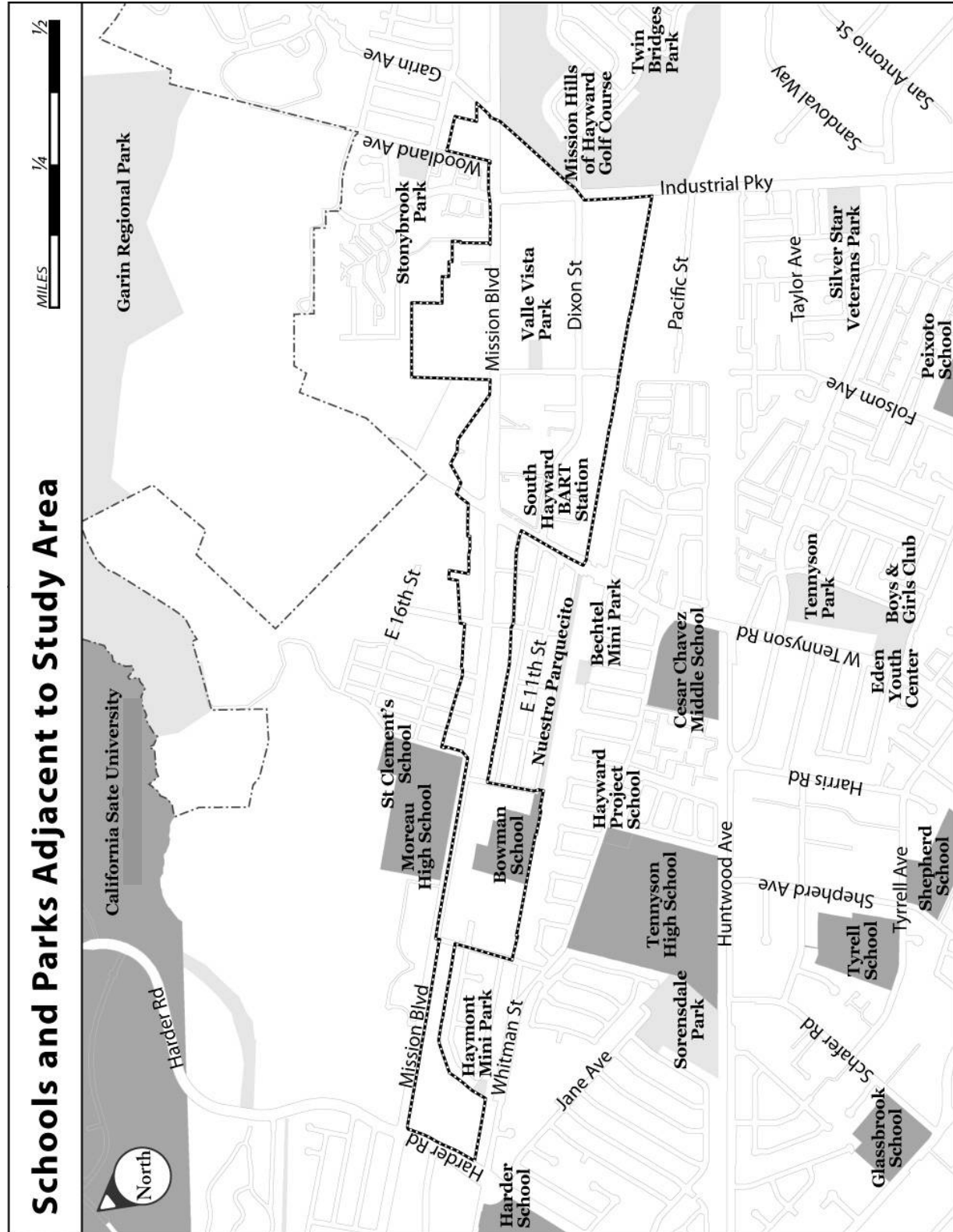
Table 4.9.1 Existing School Enrollments and Capacities

School	2005-06 Enrollment	Total Capacity¹	Percent of Capacity
Harder Elementary (K-6)	648	660	98%
Bowman Elementary (year round, K-6)	504	480	95%
Treeview (2-6)/ Bidwell (K-1) Elementary	470	540	87%
Cesar Chavez Middle School (7-8)	822	884	93%
Tennyson High School (9-12)	1,604	2,130	75%

¹Capacity is assumed to be 20 students per classroom for grades K-3, and 30-34 students per classroom for grades 4-12.

Source: Hayward Unified School District, 2006

Figure 4.9.1. Public School and Park Locations.



Regulatory framework

The Community Facilities and Amenities chapter of the Hayward General Plan contains the following relevant policies and strategies related to educational opportunities, library facilities, parks and recreational opportunities

Educational Facilities and Opportunities

Advocate the pursuit of academic excellence and the establishment of high standards for physical facilities in the local public schools. (*Policy 1*)

- Support efforts of the Hayward Unified School District to pursue adequate funding for school operations and facilities. (*Strategy 2*)
- Cooperate with the Hayward Unified School District to ensure that the impacts of the new development are addressed and that appropriate mitigation areas are established. (*Strategy 3*)
- Promote the concept of constructing new schools that contain the essential core functions and activities and provide flexible classroom facilities. (*Strategy 4*)
- Support the construction of multi-story schools to maximize the efficiency of available acreage for playground and other open space. (*Strategy 5*)
- Support quality design in the construction of new school facilities. (*Strategy 6*)
- Encourage rehabilitation of selected school facilities to bring the quality and condition of facilities throughout the district to a uniformly acceptable standard. (*Strategy 7*)
- Promote vibrant and viable neighborhoods to encourage community involvement and investment in schools. (*Strategy 8*)
- Encourage evaluation of reconfiguration proposals that would consolidate school campuses into larger facilities with a greater variety of courses and activities. (*Strategy 10*)

Parks and Recreation

Seek to increase the amount, diversity and quality of parks and recreational facilities and opportunities. (*Policy 5*)

- Work with the Hayward Area Recreation and Park District in the development and implementation of its Master Plan and support the District in its efforts to restore the revenue base. (*Strategy 1*)
- Encourage the provision of recreational opportunities for all people, consistent with the changing demographic composition of the city. (*Strategy 2*)
- Maintain parks in a consistent manner throughout the city and encourage neighborhood involvement in park maintenance. (*Strategy 6*)
- Maintain park dedication requirements for new residential development at the maximum allowed under state law. (*Strategy 7*)
- Establish park dedication in-lieu fees that reflect land costs. (*Strategy 8*)

- Examine the feasibility of requiring land dedication rather than payment of in-lieu fees, consistent with state law. (*Strategy 9*)

Mission-Garin Neighborhood Plan

Applicable policies from the Mission-Garin Neighborhood Plan (1987) include:

- Recommend that sufficient land be provided for park use to serve the projected population of the Preferred Land Use Plan, with particular attention to the area east of Mission Boulevard, north of Alquire Parkway. Consider location adjacent to Route 238. (*Policy 28*)
- Ensure sufficient parkland west of Mission Boulevard and south of Tennyson Road by retaining and expanding Valle Vista mini-park. (*Policy 29*)
- Encourage cooperative agreements between HARD and Hayward Unified School District for the use and maintenance of existing school playgrounds for public recreation. (*Policy 30*)
- Raise the ceiling on developer land dedication fees and require land to be dedicated in lieu of fees if the land is in a location acceptable to HARD and in the best interest of the neighborhood. (*Policy 31*)

Fairway Park Neighborhood Plan

The Fairway Park Neighborhood Park contains the following goals and strategies with regard to public facilities.

- Support and maintain schools, parks and other public facilities in a manner that enhances the neighborhood quality of life. (*Goal D*)
- Work with the Hayward Area Recreation and Park District (HARD) and Hayward Unified School District (HUSD) to establish a community center which serves the needs of the neighborhood, strongly urging HARD to expand use of the Bidwell site as a community center with a variety of programs and activities for all age groups; if the Bidwell site is needed by HUSD for school purposes, seek new location for a community center as well as replacement of park and recreational facilities. (*Strategy D1*)
- Request HARD to reevaluate priorities for Bidwell Community Center because of changing demographic and neighborhood needs. (*Strategy D2*)
- Encourage HARD and the school districts to upgrade and add playground equipment at school and park sites that serve the neighborhood and maintain quality through continued investment, and specifically request HARD to reevaluate its priorities for improvements at Bidwell Park. (*Strategy D4*)
- Request HUSD to maintain development impact fees consistent with the maximum permissible under state law and support HUSD efforts to achieve full mitigation of identified impacts. (*Strategy D7*)

Hayward Area Recreation and Park District (HARD)

The Hayward Area Recreation and Park District (HARD) Master Plan was adopted in 1990 and, as discussed above, is undergoing a comprehensive revision. A new Master Plan is anticipated for release in the late spring/early summer of 2006.

Hayward Unified School District (HUSD)

The Hayward Unified School District is also conducting a comprehensive review/study of all its facilities. Such report is anticipated to be released in the late spring/early summer of 2006.

STANDARDS OF SIGNIFICANCE

The proposed project would be considered to result in a significant impact if there would be a demonstrable increase in the demand of a local or community park, playground or recreational facility such that substantial physical deterioration of the facility would occur or be accelerated, or there would be a need for increased educational or recreational facilities to serve the proposed project, the construction of which could result in significant environmental impacts.

ENVIRONMENTAL IMPACTS

Parks

Approval and implementation of the proposed project would increase the demand for local and community parks and recreational facilities within the project area due to an increase in the number of permanent residents.

Based on average household size as shown in Table 4.6.2: Project Population Projection, found in section 4.6 of this DEIR, Table 4.9.2 shows the amounts of parkland that would be required under the five alternative development scenarios:

Table 4.9.2. Estimated Park Dedication Requirements

Concept Alternative	Net Dwelling Units	Projected Project Area Population Increase	Park Acreage Required (@5 acres/1000 people)
Suburban (mid-point)	1,866	4,533	22.66 ac.
Blended (mid-point)	2,427	5,484	27.42 ac.
Urban (mid-point)	3,707	8,194	40.97 ac.

Note: Population per Table 4.6.2.

Source: Hayward Community and Economic Development Department

Based on the above table, implementation of the proposed project would generate a need for between 22.66 to 40.97 additional acres of parkland within the proposed project area. The project area is recognized by HARD as an underserved area.

However, a recently approved development project to the east of Mission Boulevard at the La Vista Quarry site approximately one-half mile east of the South Hayward BART Station would entail development of a new 30-acre public community park, to be maintained by HARD. Both the Urban Concept and Blended Concept Alternatives show the future construction of a new

community center on approximately four acres of land located on the west side of Mission Boulevard south of Valle Vista Avenue. The Suburban Concept alternative does not include a proposed community center. Also, the Suburban and Blended Concept Alternatives envision an expanded Bowman School site, to approximately 13 acres, which like other schools in Hayward, could be used as a joint park/school use, in cooperation with HARD. These additional recreational facilities would be considered mitigation for project-generated park impacts. However, under all of the alternatives, if additional parkland is not proposed and accepted, the City of Hayward, if it determined additional mitigation were appropriate based on established standards, could collect park dedication in-lieu fees. Collection of fees would then be used by HARD to acquire and develop additional park and recreational facilities.

Under all of the alternatives, payment of required park dedication in-lieu fees to the City of Hayward in combination of construction of a community center as part of the Urban and Blended Concept Alternatives, as well as use of an expanded Bowman School site for a joint park and recreation facility under the Suburban and Blended Concept Alternatives, would reduce this impact to a *less-than-significant* level.

Local public schools

Based on the information provided in Table 4.9.3, below, approval and implementation of the concept alternatives would generate a range of 182 new students associated with the Suburban Concept Alternative to 358 new students for the Urban Concept Alternative. Note that student yield factors used in the table below are based on recent data, which shows lower student yield factors that does past, historic data.

Table 4.9.3. Project Student Generation

Concept Alternative	Net Dwelling Units	Student Generation Factors	Estimated Additional Students
Suburban (mid-point)	1,886	K-6: 0.037/unit 7-8: 0.037/unit 9-12: 0.022/unit Total:	70 70 <u>42</u> 182
Blended (mid-point)	2,427	K-6: 0.037/unit 7-8: 0.037/unit 9-12: 0.022/unit Total:	90 90 <u>54</u> 234
Urban (mid-point)	3,707	K-6: 0.037/unit 7-8: 0.037/unit 9-12: 0.022/unit Total:	138 138 <u>82</u> 358

Note: Student generation factors from *School Facilities Needs Analysis for the Hayward Unified School District*, 2005.

Since schools near the project are currently operating below maximum capacity and can accommodate additional students and because developers of future development projects are

required to pay school impact fees to off-set the impacts of additional student generation, school impacts of the proposed project would be *less-than-significant*. Also, under two of the concept alternatives, the Bowman School site is envisioned to expand to 13 acres to Mission Boulevard, which would facilitate opportunity for construction of a new school building. Under the Urban Concept, Bowman School would be redeveloped for other uses and other District schools would need to accommodate the current enrollment of Bowman School.

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5.0 Alternatives to the Proposed Project

The California Environmental Quality Act requires identification and comparative analysis of feasible alternatives to the proposed project that have the potential of achieving project objectives, but would avoid or substantially lessen any significant impacts of the project. The range of alternatives must be "governed by the rule of reason" and require the EIR to set forth a range of alternatives necessary to permit a reasoned choice.

For purposes of this DEIR, the preceding sections of this document established three land use alternatives (Suburban, Blended and Urban Concept Alternatives) and analyzed each in light of each environmental topic required by CEQA. Since the proposed project being analyzed involves potential changes to land use regulations, most importantly the Hayward General Plan and Zoning Ordinance, CEQA Guideline Section 15126.6 specifies that when the underlying project involves a proposed revision to a land use regulatory plan, the "No Project" alternative will be the continuation of the existing plan into the future. Therefore, for the DEIR, the "No Project" alternative represents development envisioned per existing General Plan land use designations.

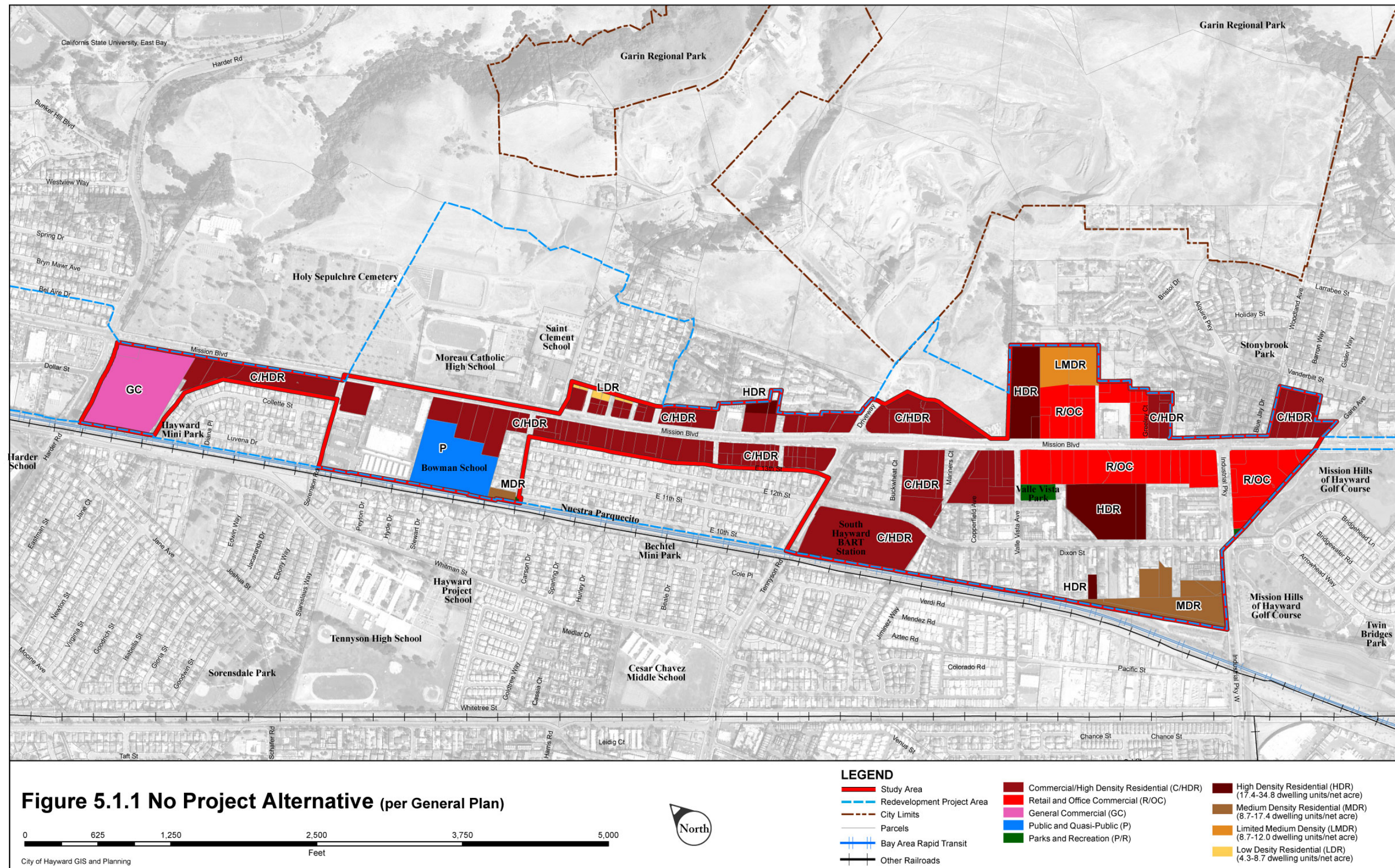
5.1 No Project Alternative

Following is an analysis of the No Project Alternative. Under this alternative, existing General Plan land use designations of commercial and residential would remain and the following impacts would be anticipated. Per the mid-point of existing General Plan land use designations, up to 1,190 new additional dwellings, in addition to the 73 dwellings currently in place, could occur within the project area, totaling 1,263 dwellings. As with previously analyzed alternatives, such numbers correspond only to those parcels that are envisioned for redevelopment, which are indicated in Figure 5.1.1.

The No Project alternative is shown on Figure 5.1.1.

- *Aesthetics and Light and Glare:* Under the No Project alternative, there would be no substantial changes to existing aesthetic conditions within the project area. Existing older uses would continue to remain, or be replaced with newer developments at densities and heights that are generally consistent with existing development. There would be no significant changes to light and glare from existing conditions.
- *Air Quality:* Air quality emissions would increase consistent with development that is presently allowed in the Hayward General Plan. Additional short-term air emissions related to construction would be mitigated through standard conditions of approval requiring dust control methods imposed by the City of Hayward. The 2001 General Plan EIR noted that development within Hayward under the General Plan would not exceed ambient air quality standards for mobile sources.

- *Hazardous Materials:* Existing soil and groundwater contamination within the project area would remain. No incentive would be provided to remediate any contamination. Demolition and deconstruction of existing structures would not take place at the level that is envisioned in the alternatives, so that any potential impacts related to release of asbestos and/or lead based paint would not occur.
- *Hydrology and Drainage:* Incremental increases in the amount of impervious surfaces would result under the No Project alternative, as vacant properties in the project area are developed that would increase the rate and volume of stormwater runoff. Existing portions of the project area that lie within a 100-year flood hazard area would remain within this area and represent similar impacts and require similar mitigation measures as identified for the previously analyzed alternatives.
- *Noise:* The amount of noise within and adjacent to the project area would not substantially increase since the amount of increased traffic anticipated for the proposed project would not occur. Existing noise levels from BART operations would remain. Future site-specific development projects would be required to conduct acoustic studies and mitigate any significant noise levels identified in the report.
- *Population and Housing:* There would be no increases in population or housing than presently anticipated under General Plan land use and zoning designations.
- *Transportation and Circulation:* Intersections in and near the project area are currently operating at satisfactory levels and with the planned Route 238 Corridor Improvement Project, are projected to be at LOS D or better in 2025 (see discussion under Environmental Impacts heading in Section 4.7). However, the present configuration of uses would not encourage non-auto modes of transit as would the proposed project, especially the Blended and Urban Concept Alternatives. Also, existing General Plan land use designations and densities do not provide necessary incentives for high intensity uses around the South Hayward BART station consistent with the Smart Growth principles set forth in the Hayward General Plan.
- *Utilities and Public Services:* There would be no major increase in the amount of water or wastewater that would be required to support land uses that could be allowed under existing General Plan designations. Impacts to the City of Hayward Police and Fire departments would be less-than-significant, since the amount of development would be consistent with that envisioned in the General Plan and related EIR, certified by the City in March of 2002, and would not be as great as proposed in the project.
- *Schools and Parks:* Impacts to schools and parks would be less than the proposed project and would be less-than-significant, since impacts to parks and schools would be mitigated through payment of fees and would be consistent with the analyzed in the General Plan EIR, certified by the City in March, 2002.



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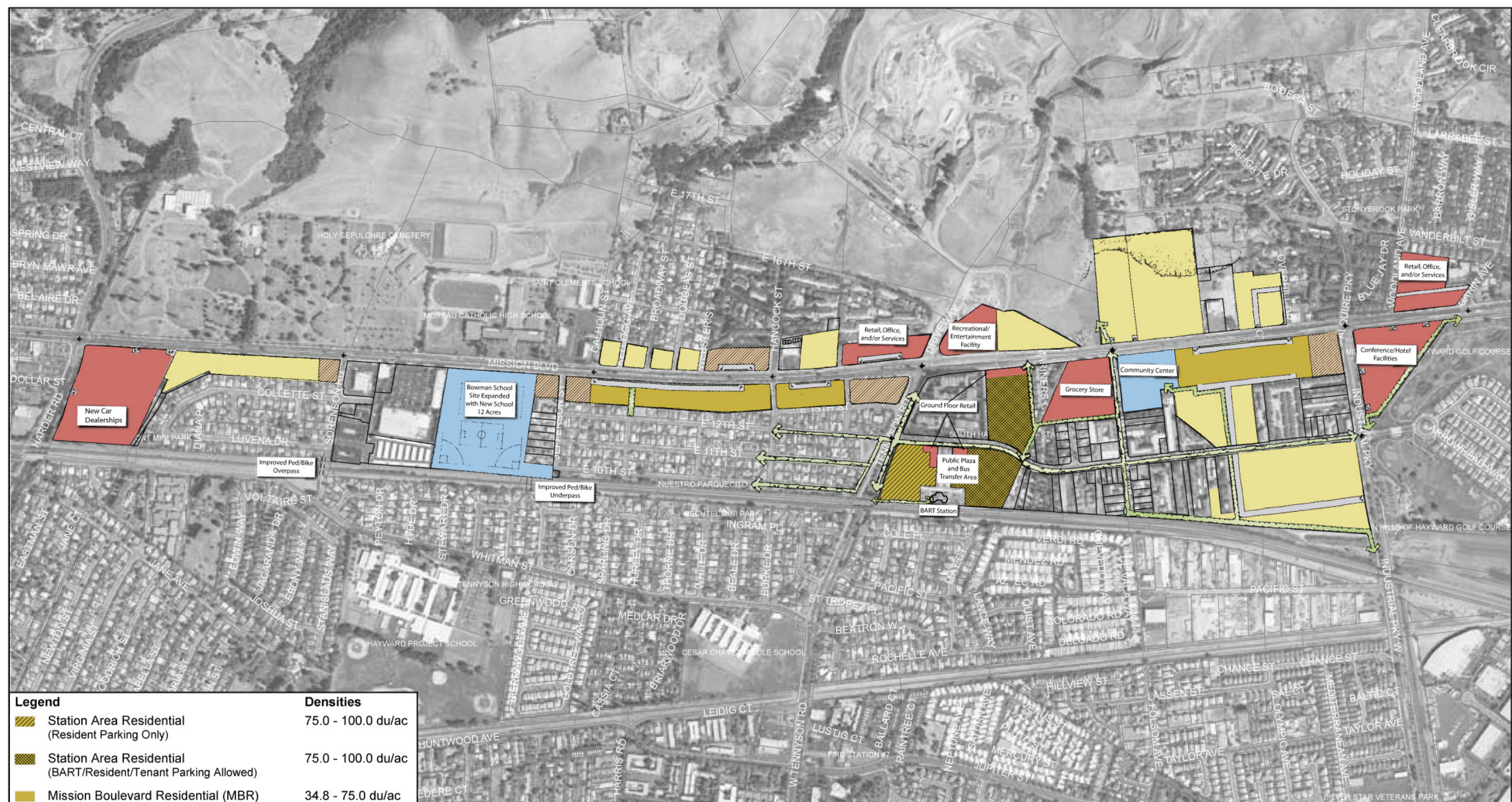
5.2 Draft Concept Design Plan Alternative

The City of Hayward has also identified a Draft Concept Land Use Plan for the project area. Under this alternative, future auto dealerships would be allowed at the north end of the project area, at the southwest corner of Harder Road and Mission Boulevard. Properties along Mission Boulevard would be developed with a mix of High Density Residential and Mission Boulevard Residential. The southerly end of the project area at the southwest corner of Industrial Parkway and Mission Boulevard is envisioned to be developed as a hotel and conference center, with the lands on the east side of Mission Boulevard south of Industrial Parkway indicated for retail/office development. The Draft Concept Plan also includes an expansion of Bowman School, development of a recreation/entertainment center on the southeast corner of Mission Boulevard and Tennyson Road and development of a community center southeast of the BART station at Valle Vista Avenue and Mission Boulevard. Finally, this alternative includes more intense development adjacent to the BART station than would be allowed in the other three alternatives analyzed in this DEIR.

This alternative envisions additional new development of approximately 2,814 dwellings at the mid-point of proposed General Plan densities. Non-residential development (retail, office and similar non-residential uses) would entail approximately 367,755 square feet, which would be a net reduction of approximately 69,500 square feet from existing conditions, as other existing non-residential uses are developed with new residential uses.

The Draft Concept Plan Alternative is depicted on Figure 5.2.1.

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Legend		Densities
	Station Area Residential (Resident Parking Only)	75.0 - 100.0 du/ac
	Station Area Residential (BART/Resident/Tenant Parking Allowed)	75.0 - 100.0 du/ac
	Mission Boulevard Residential (MBR)	34.8 - 75.0 du/ac
	High Density Residential (HDR)	17.4 - 34.8 du/ac
	Commercial (C)	n/a
	Mixed Use (MU)	27.0 - 75.0 du/ac
	Public Facilities (PF)	n/a
	Open Space/Multi-Purpose Trail (OS)	n/a

Note: Specific uses identified in text boxes on individual parcels do not preclude other uses allowed by applicable zoning.

Figure 5.2.1 - Draft Concept Plan Alternative
South Hayward BART/Mission Boulevard Concept Plan



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- *Aesthetics and Light and Glare*: Under the Draft Land Use Concept alternative, there would be approximately the same impacts relating to views and vistas as the Urban and Blended Concept alternatives. Impacts to light and glare would also be approximately the same, and mitigation measures recommended for the three alternatives set forth in the DEIR would also reduce aesthetic impacts for this alternative to a less-than-significant level.
- *Air Quality*: Air quality impacts associated with this alternative would generally be the same as Urban and Blended concept alternatives and would result in significant and unavoidable impacts regarding an inconsistency with regional air quality plans and cumulative air quality impacts.
- *Hazardous Materials*: The same impacts would result under the Draft Concept Alternative regarding hazardous materials as under the three alternatives analyzed in the DEIR. Measures included in the DEIR to mitigate hazardous material would also apply to this alternative to reduce this to a less-than-significant impact.
- *Hydrology and Drainage*: Hydrology, drainage flooding and water quality impacts identified in this DEIR for the Suburban, Blended and Urban Concept Alternatives would be approximately the same for this alternative as well. Mitigation measures set forth in the DEIR for the Suburban, Blended and Urban Concept Alternatives would be applied to this alternative to reduce these impacts to a less-than-significant level.
- *Noise*: Noise impacts under the Draft Concept Plan would be approximately the same as the three alternatives analyzed in the DEIR and potentially significant noise levels would be reduced to a less-than-significant level through adherence to mitigations contained in the DEIR.
- *Population and Housing*: Population increases under this alternative would be between the Blended Concept alternative and the Urban Concept alternative and would be mitigated as set forth in the DEIR.
- *Transportation and Circulation*: Projected 2025 LOS for the Draft Concept Design Plan and No Project Alternatives are shown in Table 5.2.1. The levels of service results for this alternative are very similar to the Blended Concept Alternative with the same potentially significant impact of LOS E in the AM peak at Dixon/Tennyson Road. Mitigation Measure 4.7-1 would also be effective in improving this LOS to D. Other impacts related to transportation and circulation that are applicable to the other alternatives would also apply and would be mitigated or, in the case of cumulative traffic impacts, determined to be significant and unavoidable as set forth in Section 4.7 of this DEIR.

**Table 5.2.1 – Intersection Levels of Service for the
Draft Concept Design Plan Alternative**

Table 5.2.1 - Draft Concept Design Plan Alternative - 2025 Intersection Level of Service Summary								
Intersection	Traffic Control	Peak Hour	2025 No-Project		Concept Design Plan			
			LOS	Delay	2025		Mitigated	
					LOS	Delay	LOS	Delay
1 Mission Boulevard & Harder Road	Signal	AM	D	36	D	30		
		PM	D	34	D	40		
2 Mission Boulevard & Sorenson Road	Signal	AM	B	7	B	8		
		PM	C	15	B	15		
3 Mission Boulevard & Jefferson St-Calhoun St	Signal	AM	B	14	B	14		
		PM	B	6	B	8		
4 Mission Boulevard & Hancock Street	Signal	AM	B	10	B	12		
		PM	B	9	B	10		
5 Mission Boulevard & Tennyson Road	Signal	AM	D	32	D	39		
		PM	D	27	D	29		
6 Mission Boulevard & Valle Vista Avenue	Signal (2)	AM	A	2	A	3		
		PM	A	2	A	3		
7 Mission Boulevard & Industrial Parkway	Signal	AM	D	36	D	39		
		PM	D	38	D	37		
8 Dixon Street & Industrial Pkwy	Signal	AM	C	15	C	18		
		PM	B	13	B	14		
9 Dixon Street & Valle Vista Avenue	All-Way Stop	AM	C	16	C	17		
		PM	C	16	C	22		
10 Dixon Street & Tennyson Road (1)	Signal	AM	D	36	E	59	D (1)	32
		PM	C	23	D	28	C (1)	23

Notes:

LOS = Level of Service; Delay = Average Delay per Vehicle in seconds

Unsignalized intersections were analyzed using HCM 2000 method. All other intersections were analyzed using HCM 1994.

(1) At Dixon & Tennyson, provide NB & SB left-turn lanes. Modify the traffic signal to provide for protected-permissive NB left turns and permissive SB left turns.

(2) Traffic signal is assumed to be installed by 2025.

- *Utilities and Public Services:* The Draft Concept Plan alternative would result in impacts somewhat less than the Urban Concept alternative but more than the Blended Concept alternative. The same mitigation measures would apply to this alternative in order to reduce utility and public service impacts to a less-than-significant level.
- *Schools and Parks:* Impacts to schools and parks would be greater than the Blended Concept alternative but less intense than the Urban Concept alternative.

5.3 Environmentally Superior Alternative

Although an alternative may be environmentally superior to other alternatives, it may not be the most desirable project. CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors. The following discussion relates to the environmentally superior alternative, although the decision as to what project would be the most desirable rests with the City decision-makers as they balance consideration of environmental impacts and related mitigation measures to other policies and strategies of the City as outlined in the General Plan.

The No Project alternative that would allow development under existing General Plan land use designations would be the environmentally superior alternative. There would be fewer and/or less intense traffic impacts under the No Project alternative compared to the other alternatives; there would also likely be less noise and air quality impacts, due to less traffic. In terms of elimination of contaminants, the No Project Alternative would eventually cause these to be remediated, but likely not as soon as would occur under the other three alternatives. The No project Alternative would also likely require less water and less wastewater and generate fewer school children. Finally, the No Project Alternative would not cause significant impacts to the City's Police and Fire Departments.

Section 15126 (d) (4) of the State of California CEQA Guidelines states that if the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Among the Suburban, Blended and Urban Concept Alternatives, the Suburban Concept would be the environmentally superior, since this alternative would result in less development resulting in less lighting of taller buildings that would occur under the Urban Concept. The Suburban Concept would also generate fewer automobile trips than the Blended, Urban or Draft Concepts with associated less intensive impacts related to noise and air quality. The Suburban Concept would require less water to support future land uses, would generate less wastewater, would require fewer calls for service for the Hayward Police and Fire Departments, would require less local park dedication acreage and would also generate fewer school-aged children. Since a substantial portion of the project area is developed, there would be minimal difference between the Suburban Concept and the Blended, Urban or Draft Concept Alternatives regarding hydrology and drainage.

However, the Suburban Concept would not allow implementation of a higher density, pedestrian-oriented community around the South Hayward BART station as is encouraged in the Hayward General Plan that promotes the implementation of Smart Growth principles. Such considerations, as noted above, would be made in determining the most desirable development for the City.

6.0 Analysis of Long-Term Effects

This section of the DEIR addresses the potential long-term effects of implementing the proposed project, as required by CEQA.

6.1 Significant Irreversible Environmental Changes and Irretrievable Commitment of Resources

Approval of the proposed project and associated subsequent construction of proposed land uses and facilities would indirectly result in irretrievable commitment and use of energy and non-renewable resources for construction and operation of future office and residential uses, including such resources as sand and gravel, lumber and other forest products, asphalt, petrochemicals and metals. The level and amount of commitment of such resources is commensurate with similar development projects undertaken in the Bay Area and throughout California and the nation. In the long-term, future residences and other facilities constructed as part of the proposed project would also use electrical and natural gas energy for heating and cooling. Again, this use of energy resources would be subject to current building regulations mandating energy conservation and would be similar in nature to other development projects in the Bay Area.

6.2 Growth Inducing Impacts of the Proposed Project

All EIRs must consider the potential growth inducement of projects. A project is generally considered to be growth inducing if it will foster economic or population growth or will cause the construction of new housing, either directly or indirectly, within a given geographic area. Projects which remove obstacles to population growth are also deemed to be growth-inducing. Increases in population may strain existing community services or utility systems, so consideration must be given to this impact. The characteristics of a project that may encourage or facilitate other growth activities that could significantly affect the environment, either individually or cumulatively, must also be discussed.

In regards to the proposed project, approval and implementation of the South Hayward BART/Mission Boulevard Concept Design Plan would be growth-inducing, since the project includes amendments to the City's General Plan and Zoning Ordinance to allow for higher density residential development in the project area than currently permitted by current regulations. However, as demonstrated in the foregoing analysis, the growth that would be induced as part of the project would be sited near an existing transit hub, with regional rail transit and sub-regional bus service. The higher density housing and supporting non-residential land uses would be consistent with the Smart Growth principles encouraged in the General Plan. The existing Land Use Element of the General Plan notes that the South Hayward BART area can accommodate additional transit-oriented development, which is reflected in the proposed project.

Beyond the limits of the project area, however, properties are already developed with a variety of residential and non-residential uses. The South Hayward BART/Mission Boulevard Concept Design Plan does not include the extension of major utility facilities, including water and sewer lines, water treatment facilities or the City's wastewater treatment plant, that would encourage growth outside of the project area.

6.3 Cumulative Impacts

Cumulative impacts are those which taken individually may be minor but, when combined with similar impacts associated with existing development, proposed development projects and planned but not built projects, have the potential to generate more substantial impacts. CEQA requires that cumulative impacts be evaluated when they are significant and that the discussion describe the severity of the impacts and the estimated likelihood of their occurrence. CEQA also states that the discussion of cumulative impacts contained in an EIR need not be as detailed as that provided for the project alone. Cumulative impacts may be addressed using one of two methods:

- a listing of past, present and reasonable anticipated future and probable projects, within or adjacent to the community containing the project site, which could produce related or cumulative impacts; or
- a summary of projections contained in the adopted General Plan or related planning documents, such as a previously certified EIR, that evaluated regional environmental impacts of a number of projects within a given geographic area.

For purposes of this EIR the second approach has been chosen to address cumulative impacts. Cumulative impacts identified in the certified City of Hayward 2002 General Plan Update EIR were used as the basis of cumulative impacts in this DEIR. Additional cumulative impacts related to traffic and transportation impacts and air quality impacts are addressed within the body of the DEIR.

6.4 Significant and Unavoidable Environmental Impacts

Unavoidable significant adverse impacts are those impacts that cannot be mitigated to a less-than-significant level. CEQA requires decision-makers to balance the benefits of a proposed project against its unavoidable impacts in considering whether to approve the underlying project. If the benefits of the proposed project outweigh the anticipated unavoidable impacts, the adverse environmental impacts may be considered acceptable by the Lead Agency. To approve the project without significantly reducing or eliminating an adverse impact, the Lead Agency must make a Statement of Overriding Consideration supported by the information in the record.

The General Plan Update EIR, certified by the City of Hayward in 2002, identified three significant and unavoidable impacts: regional traffic and roadway congestion, construction noise and seismic ground-shaking. A statement of overriding considerations was adopted for these three impacts.

This EIR has identified the following significant and unavoidable impacts:

- Inconsistencies with regional air quality plans
- Cumulative air quality impacts
- Cumulative traffic impacts

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7.0 Organizations and Persons Consulted

7.1 Persons and Organizations

EIR Preparers

The following individuals participated in the preparation of this document.

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Hayward Unified School District-Joe Zanini

7.2 References

The following documents, in addition to those included in the Appendix, were used in the preparation of this DEIR.

City of Hayward General Plan, March 2002
City of Hayward General Plan Update EIR, Lamphier-Gregory Associates, March 2002
City of Hayward, Mission-Garin Neighborhood Plan, 1987
City of Hayward, Fairway Park Neighborhood Park Plan, Revised 1996
Hayward Area Recreation and Park District Master Plan, 1990

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